ISSUE No. 8

AUGUST 1955

The Franklin Powered Waco Plane

Franklin Speed and Efficiency Records

AIR-COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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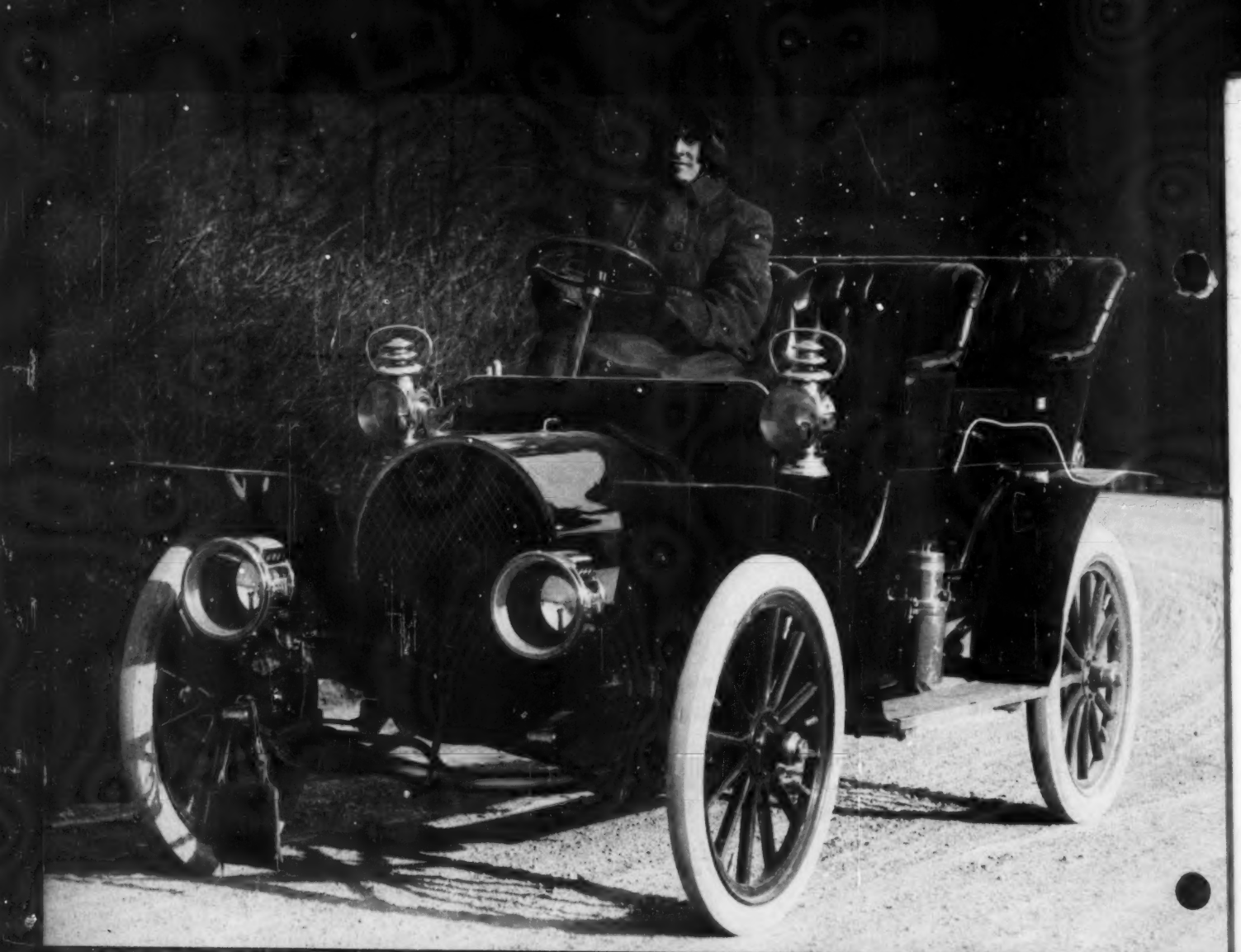

VOL. III, No. 2 AIR-COOLED NEWS AUGUST 1955
Published Three Times Yearly by
The H. H. Franklin Club

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By the time this issue reaches the membership the '55 Trek to Syracuse will be over and we all will be waiting anxiously to learn what happened. We have been assured that all the talks this year will be tape recorded which should mean some choice tid-bits for the fall issue. One of the juicier plumbs at the '54 Trek was the public revelation by John Burns at the banquet of a bit of chicanery that Hugh Goodhart, Franklin Advertising Manager, pulled with the Franklin Olympic. This was the depression baby that was 100% Reo Flying Cloud except for the engine. Goodhart, in preparing the sales literature for the car, determined that in at least one important respect the specifications should be different. So he borrowed several men from Ed Marks in engineering, took an Olympic sedan to a quiet, secluded corner in the experimental department, and proceeded to anchor the front axle of the car to a wall of the building. Then he put a block & tackle on the real axle, which gave him something not unlike a medieval torture rack. Next he proceeded to stretch, and stretch, and stretch --- until he was able to say, truthfully, that under some conditions, the Franklin Olympic had a wheelbase of 118" - a good solid inch more than the Reo. And this should have been proof enough for anyone that the cars were not identical. The livid red faces on Hugh Goodhart and Ed Marks, trapped as they were at their respective tables in full view of everyone at the banquet, were ample proof of the truth of what Johnny Burns said.

By now the Tucker idea mentioned in Issue #7 will be quite dead. First of all we were not able to make the Trek this year while Arthur Amick did. And AH is violently opposed to extending any kind of recognition to the Tucker. "Change the name of Arkansas", he says, "Never!"

We received many letters about the excellent pictures in Issue #7 including one from John Bond, Editor of ROAD & TRACK, which magazine is tops in the department of good photography. Mr. Bond reported that in the early 1930's he saw the Series 9 streamlined sedan disintegrating in a junk yard in the northwest end of Fort Wayne, Indiana. Do you suppose ---? But getting back to the pictures which were so well received, an interesting side light about them is that the original glass negatives for all but four of the feature pictures had been thrown on the city dump at Syracuse. An alert local historian discovered some 300 of these Franklin negatives and turned them over to the Onondaga Historical Association.

Another source of fine old-time photos made from original negatives is Mr. Albert Mecham, 140 Michigan Avenue, Highwood, Illinois. Three of the pictures in this issue are by Mecham - the two on the opposite page and the top picture on the inside of the back cover. Glossy prints, size 8 x 10, are available from Mr. Mecham for $1.00 each.

FRONT COVER: Two of the oldest cars in the Lehigh Valley area of Pennsylvania are the 1903 Franklin runabout of Dr. George S. Boyer and David Bausch's 1903 Orient Buckboard. Dr. Boyer has quite a few other Franklins, ranging in age up to 1933 Olympic.

OPPOSITE PAGE: original Mecham pictures of a 1909 Model G Touring. This was the smallest of three sizes of Franklins during those years, and it is described by John Burns as "a wonderful car". License plate indicates man in car was an out-of-state dealer. Specifications were: wheelbase, 91-1/2"; wheels, 32"; four cylinders 3-3/8 x 4; standard color, royal blue; weight, 1750 lbs.; price $1,850.

In our first issue which, except for the front page, was a mimeographed job dated January 1953, the statement was made that "if sufficient funds are available, future issues will sport a printed page or two with pictures". Well, we've got a lot more funds to work with - in fact, our issues now cost about 10 times as much as this first one - and we're sporting some printed pages with pictures. But, as with everything else, funds still are not "sufficient". In other words, as Club Treasurer Clifford Boram will tell anyone who will listen to him, we are living from hand to mouth. After this issue, the treasury will still be solvent, but not solvent enough to pay for another job like this in the fall. To do it, we are counting on more new members. Several have indicated a willingness to help out with subsidies, but we all will have a lot less pride in the club if we have to resort to that. We want the club to row its own boat. The Franklin car did that for 32 years which is one reason why it is held in such high esteem today. Some classics, you know, had to be propped up repeatedly with transfusions from sugar-daddies. We don't want that. The club now is twice as big as it was a year ago, and we hope that can be said again next year.

Recently a large envelope containing photographs arrived in the mail. We were amused at the inscription on the reverse side which read: "Photos - Please Do Not MUTILATE". This gives rise to the questions as to how ACN fares in the mails. Let us know if you think heavy cardboard reinforcements should be used in the envelopes.

Received several good suggestions about painting the V-12 Brougham, but no decision has been made as yet. Experimented by painting the car with wash-off poster paint, but only colors available were so ghastly (a highway stripe yellow, for example) that any effect there may have been was overwhelmed. Is there any member capable of writing a thoroughly comprehensive article on the entire subject of automotive painting? That article should explain the basic theories of color schemes, describe different kinds of paints, tell which paints and colors are appropriate for what periods, and give practical tips as to what work can be done at home and what should be done professionally, and so on. Throughout its history the Franklin Company was always willing to finish a car in any combination of colors the customer wanted, which means we have considerable freedom of choice today.

For over a year now we have been holding a long, but interesting manuscript about an 8,300 mile trip HHFC members James F. and Ethel Eddy made from Massachusetts to California and back with a 1932 Airman Club Sedan pulling what looks like a 20 ft. house trailer. Writing in a plain and simple manner, Mrs. Eddy tells a fascinating story of this trip made in 1945. Repairs to the Franklin were negligible - a new fuel pump and one gasket. We hope someday to publish the full account of this trip.

We entered the recent MOTOR TREND contest on the definition of a classic and our answers to the two part question appear - almost unavoidably - on page 13. The contest winner has not been announced yet, but that page number is an excellent indication that we won't be it. Anyway, we would like to hear from others who have ideas on this subject. Remember, there was a 200 word limit to each part of the question.

(continued on page 19)

THE STREETER ANTIQUE AUCTION
Claremore, Oklahoma, May 27th and 28th

If it had happened in New York it would have been remarkable, but it happened in Claremore which is a small town in Oklahoma, and even though we saw it, it's still unbelievable. Many of us antique-ers hunt for years and never come up with anything much more than a battered brass hub cap. But Joe Streeter, best described as a mule trader's mule trader, goes out on forays and brings back choice loot by the truck load. And when he fills his barns, which is about every six months, he holds a mammoth auction which attracts buyers from all over the country. The 3,000 items at the May auction included such select junk as: antique sewing machines, washing machines, vacuum cleaners that must have been made by Rube Goldberg's great grandfather, an iron jail house door, antique cash registers, penny gum machines, a life size cigar store Indian, an old time circus calliope, at least a dozen coin operated player pianos and Mills violin music boxes, 2 horse drawn hearses, countless surreys, buggys, coaches, carts, etc., antique dresses, suits, a couple of bear traps, a stuffed bear, caribou, even a life size mounted Moose, and, of course, the antique cars.

We went as the guest of HHFC member Alva Davis of Mammoth, Arizona. The trip through Oklahoma was made in the worst kind of tornado weather with weird boiling cloud effects accompanied by radio reports of tornado destruction which seemed to hit all around us, including the big disaster at the town of Blackwell. When we finally reached Claremore we found that getting the last 100 feet to the auction itself was a problem of major proportions. Seems the Oklahoma Highway Dept. had decided to build a freeway from Tulsa thru Claremore. The result as of then was a muddy moat at least 20 feet deep and 30 feet wide between Streeter's highway restaurant and antique business and the remains of the old highway. It would have stopped a German army. But not antique hounds. They put on some really good side shows with their valiant but not always successful charges across it in everything from a 1921 T Ford to an air conditioned Cadillac--the T Ford did the best by far.

Three auctioneers and the ever present, ever smiling Joe Streeter ("Now boys,--here's ya a little deal. A little dandy, fires up & runs like a big engine, built by Salmon Boiler Works, has reverse and everything.") kept things going non stop for two days. Western style cattle auctioneers by profession, there was none of the old grinding away for the last nickel and people soon learned to act fast if they wanted in on something. Action started promptly at 10 AM on Friday and lasted until 10 that night when the continuing storm knocked out the power. The show started at 9 AM the next morning and continued without stop until 1:30 AM of the following day, 16 1/2 hours!

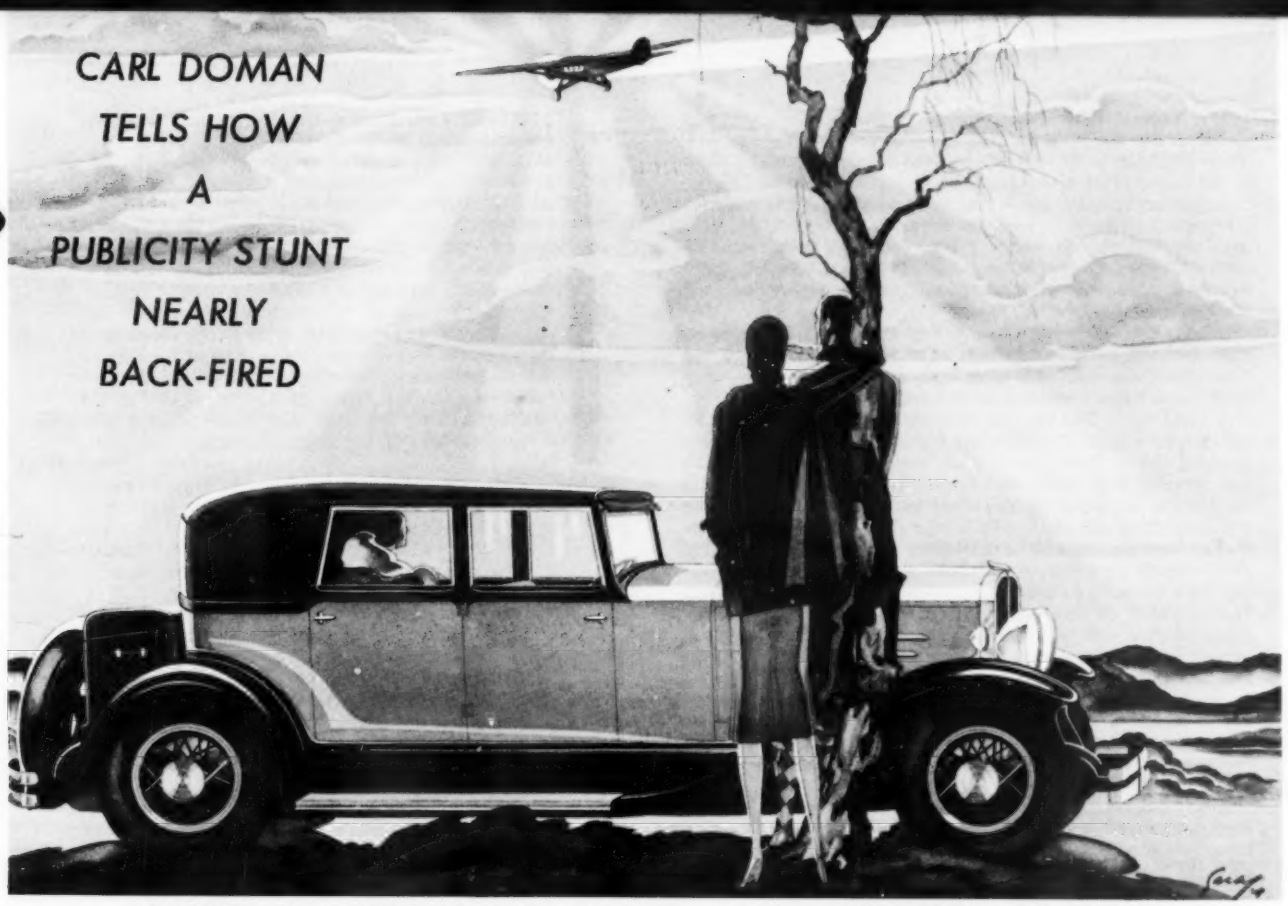
Even though no Franklins were sold, many HHFC members will be interested in knowing how antique prices ran at the auction, and with this in mind we kept a record of all cars sold. Of course, comments regarding condition are personal opinion only. Since no perfectly restored antiques were offered, there was no test of the value of such a car.

CARS SOLD

1908 BUICK 4 cyl runabout, no lamps or top, good tires & body, poorly restored--$1110.
1906 CADILLAC runabout, 1 cyl, good mechanical condition (all cars at auction were in running condition except where noted), no lamps or top, fair tires, fair appearance--$850. (Mr. Davis bought this one and we trailered it back to Arizona.)
1909 METZ rdstr, unrestored but complete except for lamps --$475.
1908 ZIMMERMAN 2 cyl air-cooled high wheeler in fair condition, no lamps--$835.
1909 REO with surrey type touring body that was a complete fake, poor unauthentic head lamps, no side lamps, no brass fittings, no top or windshield, Model A carburetor--$735.
1920 MOON touring in fairly good original shape, Rolls style front, nice disc wheels, side mounts, 6 cyl.--$760.
1931 CADILLAC V-16 7 pass sdn, poor tires, condition fair, interior only fair--$510.
1915 STUDEBAKER touring 4 cyl good tufted leather--$450.
1913 RAUCH & LANG ELECTRIC, very well restored interior, fine shape throughout--$1200.
1907 BRUSH, new tires, side lamps but no headlamps, poorly restored--$960.
1910 BUICK White Streak touring with top & all lamps, poorly restored, plain upholstery--$1670.
1910 MAXWELL runabout 2 cyl, poor restoration, new tires, lamps--$1425.
1930 ROLLS-ROYCE town car in good condition--$1200.
1913 HUPMOBILE touring, very rough, no tires, not running, badly rusted but complete--$35.
1915 FORD "T" rdstr, unrestored but in very fine, unaltered condition. Original top & upholstery good, beautiful wire wheels--$975.!
1932 DUESENBERG town car in near mint condition--$900. (Apparently there were no Duesenberg buyers present--imagine a car like this bringing less than a Model T roadster, but that's what happened.)
1931 STUTZ Super Bearcat Sport Roadster, cloth body, fair restoration, a very sporty but odd looking car--$1825.
1925 FORD "T" tourings, fair--$65., rough--$17.
1917 CHEVROLET, fair restoration--$640.
1923 BUICK touring, poor to fair restoration, good tires--$425.
1927 CHEVROLET coupe in near mint condition--$275.
CHRYSLER "60" rdstr, fairly good shape--$265.
1920 MARMON rdstr, semi torpedo type body, all aluminum body, original top & leather good, good wire wheels, fair original unrestored, unaltered condition, a very handsome car for this period--$965.
1911 INTERNATIONAL station wagon body, no lamps or horn, but ran well & good condition for restoration--$975.
1927 FORD "A" touring, unrestored but clean--$250.
1907 CAMERON 6 cyl AIR-COOLED, windshield but no top, fair tufted leather, head lamps but no side lamps--$1110. (A crude car compared to a Franklin but superior to most makes of that era.)
1925 RICKENBACKER sdn, poor condition--$300.
1917 BUICK touring, clean, fair upholstery, top & paint--$350.
1917 OLDS V-8 touring, same as Buick above--$350.
1917 CADILLAC touring, top & upholstery shot, body fair--$450.
1937 CORD sdn, interior fair, new commercial paint job, good tires--$750.
1908 COLUMBIA, a 2 cyl air-cooled high wheeler in good condition for restoration, no lamps, leather fenders, no top, tiller steering, --$985. (This car had a very neat fan with blower housing conducting air to each cylinder.)

There were countless lamps, brass windshields, horns, etc., and sample prices ran as follows: perfect pair brass side lamps--$100 a pair; good brass horn without reed, tube or bulb, fair shape--$37; foot warmer--$2; brass windshield--$27.50; good brass tail light--$42; black carbide generator--$10; brass carbide generator--$140; brand new Model T fender, early--$22; set of five Ford 30 x 3 1/2 wire wheels--$250 the set! People generally were gasping when these wire wheels were finally knocked down. But in a sense they went too cheap. Just before these wheels were sold, a little "T" roadster with similar wire wheels brought nearly $1000. This same car with wooden wheels probably would not have brought half that price. Still can't understand why that beautiful Duesenberg couldn't get over $900. But collectors who stick strictly to antiques needn't be smug because the highest priced car at the auction was the '31 Stutz. Probably lucky there were no Franklins on the block. Get awfully excited at auctions.

CARL DOMAN TELLS HOW A PUBLICITY STUNT NEARLY BACK-FIRED



FLYING AN AUTOMOBILE ENGINE - THE FRANKLIN SERIES 14

Recalling with reasonable accuracy occurrences of twenty-five years ago is usually difficult. Yet I have no difficulty recalling one special event. The one so clear to me was the flying an automobile engine, or in plain English, reciting the problems of installing a heavy automobile engine in an airplane and getting it to take the ship off the ground. No doubt, the clearness of my memories results from the fact that this task was not an easy one. No, the task was one which consumed many hours of thought, effort, and plain everyday worry.

During the summer of 1929, the Engineering Department of the H. H. Franklin Manufacturing Company, or Franklin Automobile Company, was a scene of activity. Enthusiasm was at an extreme pitch. For the first time in the history of the organization the Franklin car scheduled for 1930 production was superior - superior in appearance and vastly superior in performance. The Franklin car had always been referred to as "a good old man's car", but the 1930 model was to be different. It was to be powered with the new 100 H. P. aircraft type of engine direct air-cooled, of course.

The Sales and Advertising Departments for the first time had something to talk about, something to sell, so their minds were bubbling with ideas. One of these ideas was to prove to the public that the 1930 Franklin was truly powered with an aircraft type of engine. As research engineer and also jack-of-all-trades, I was selected to assume the responsibility of this brave program.

On August 28, 1929, Hugh H. Goodhart sent an innocent, simple little memorandum to Ed Marks our Chief Engineer reading as follows:

To ENGINEERING From ADVERTISING August 28, 1929

Mr. Marks:

The outfit I mentioned by telephone to you, who would handle the motor installation, is the Johnson Airplane & Supply Company, Dayton, Ohio.

Mr. L. J. Collins, secretary of the Dayton Builders Exchange, Reibold Building, Dayton, is the man who would introduce you to the proper party at the airplane factory. Mr. Collins is a brother-in-law of Mr. Goldrick, of the United States Advertising Corporation.

Hugh H. Goodhart

Mr. Marks on August 30, 1929, handed me the note and said, "Carl it's your job, but you better talk the matter over with Hugh Goodhart." This I did immediately. Next, I phoned Mr. L. J. Collins of the Dayton Builders Exchange and asked him to arrange for an appointment with Al Johnson of the Johnson Airplane & Supply Company, Dayton, Ohio.

A few days later, September 3, 1929, if I recall correctly, I took the train to Dayton, armed with a bag full of power curves, blueprints, weight data, etc. I registered at the Miami Hotel and promptly at 10 A.M. Mr. Johnson arrived at my room.

Immediately, we began our discussion and as we progressed we both became more and more enthused over the possibilities of success and the possibilities of the Franklin engine as an ideal 100 H. P. aircraft power plant.

Our preliminary analysis showed that the engine complete with propeller could not weigh more than 525 pounds. This meant that the Franklin production 1930, Series 14 engine would be approximately 175 pounds over weight. So, with my weight data I began to pare down the vital parts, in my mind, of course, until I could see hope of meeting the weight limitations. That afternoon we drove out to Vandalia, Ohio, where Mr. Johnson operated the Johnson Flying Service as well as the Johnson Airplane & Supply Company.

Tentatively, we selected one of Johnson's Standard Training planes of the Swallow type. The Franklin Automobile engine seemed to fit in the allotted space satisfactorily. Then we began to make estimates of the cost.

Mr. Johnson estimated that it would cost $250. for the installation. In addition, he would charge $15.00 per flying

hour. Even then before the actual flight, Mr. Goodhart was dreaming of flying the Franklin-powered airplane to New York City for later exhibition at the 1930 Automobile Show in the Grand Central Palace.

I returned to Syracuse that night on the train, of course. I reported immediately to Ed Marks. He was so thrilled over my tale that he said, "Let's see Hugh Goodhart. We need an appropriation of probably $500. to cover Johnson's expenses. We will absorb the cost of the engine and your laboratory work."

We next discussed the strategy on the selection of an engine which had actually been in an automobile. Since, as I had said, the 1930 car was not yet in production, only hand-made experimental models existed.

I suggested that we use the engine which we had built in the Experimental Department for "Cannon Ball" Baker's 4-wheel drive Pike's Peak race car. That particular car was vividly impressed on my memory as when originally built under my supervision, it refused to move. The wheels revolved, but the front wheels turned in the opposite direction to the rear wheels. Furthermore, for over twenty-five years I have received many cracks about "your race car that wouldn't move." So the race car engine was selected as the one on which we would operate. A wise selection since this same engine had previously been used by Cannon Ball in breaking his own record from New York City to Los Angeles and back to New York. Possibly, the selection was influenced by sentiment, yet, I believe the selection was based on good horse sense, a trait which we all should use more than we usually do. But one little edict was issued by Ed Marks, "You don't make a move until your proposition is accepted in writing by Al Johnson." Naturally, as a raring young man of twenty-nine, this seemed like a needless delay, but as years of experience have fallen on my shoulders, I find that misunderstandings so often cause failures of important projects and heavy financial losses to the principals.

Cannon Ball" Baker with his mechanics and the special four-wheel-drive which he handled at Pikes Peak climb in America.

On September 27, 1929, Al Johnson wrote us in detail accepting our proposal as follows:

> "Supplementing our recent conversation in Dayton in regard to our installing one of the Franklin motors in an airplane and flying it, I feel sure that we could do this satisfactorily.
>
> We would use one of our Standard Training Planes of the Swallow type which has a removable engine mount which would mean that we would have no trouble in installing it, but I would suggest that we send you an OX5 Propeller Hub which you can adapt on the fly-wheel end of the crankshaft and, in fact, put the engine on the test stand and run it before reinstalling it again in the automobile, that is if you were going to drive the automobile out here and make the installation from the automobile.
>
> I feel sure that we could do this job in about a week or ten days and at probably a cost of around approximately $250.00 which would include our flying it in the test and, of course, any other flying after the test was made would be at the rate of $15.00 per hour. Going over the figure, I believe that we could get a fairly good performance in this Swallow without any load that would answer the purpose of advertising which I presume is in your mind.
>
> For your information I wish to state that if your concern would seriously consider building a small four cylinder vertical or a four cylinder opposed air cooled job that would develop around thirty horse power at 25 to 3,000 R. P. M., something that would not weigh much more than 100, I feel sure that there would be a great market for an engine of this type as we are already starting to lay out a plane for an engine of that type.
>
> At the present time, of course, we have the Henderson in mind for this plane, however, in the beginning we are going to use a two cylinder air cooled A. B. C. Scorpion which developes around 39 H. P. at 2650 R. P. M. This little engine that we are speaking of now weighs 106 lbs. There is no question in my mind but that there will be a demand for at least 5,000 of these engines next year and probably more later on as it is our intention of putting a little plane on the market that would be not only absolutely safe but a useful article at an extremely low price. I do not think that the price of this engine to the manufacturer should be more than $150.00.
>
> We assure you that you have our heartiest cooperation in anything that you may develop pertaining to Aviation and we would be very glad to do our part in suggesting or recommending any plans that may be of mutual benefit.
>
> We trust that we may have the pleasure of hearing from you as to whether or not we may go ahead with this job as it will require from two or three weeks to get the suitable propeller for this engine as it has to be run and develop the efficiency required.
>
> With kindest regards, I am"

At the same time, the letter proposed that the Franklin Automobile Company consider the development and production of a 100 lb-30 H. P. engine for a projected small airplane. Immediately my mind began the design of this small engine. My notes outlining a small engine to fit Mr. Johnson's needs are attached (see page 26), but I could not meet on paper at least his 100 pound weight limitations. I would have given him 60 h. p. at 1750 r. p. m. and I am sure that he would have found that 30 h. p. was insufficient; no airplane, no automobile, no truck, no wheelbarrow ever had too much power.

Immediately I thought that I could proceed now that Mr. Johnson's confirming letter was in hand. No, again I was mistaken. The letter must have legal approval so said Ed Marks, so said Hugh Goodhart, but on October 10 Hugh Goodhart penciled on the edge of the letter (O. K., H. H. G. - 10/7/29) and I was ready to proceed.

Jack Flannery, the capable young engineer assigned to operate our laboratory, was contacted and we went to work. In fact, we became so engrossed in our project that we neglected to outline the job to Walter Hand, Superintendent of the Experimental Department. I wish you could meet Mr.

Hand. He had a great command of a language which is common around factories; a language which is not commonly covered in the dictionary. In plain words, Mr. Hand "blew his top" and threatened Jack Flannery and C. T. D. So, on October 23, 1929, I outlined to Mr. Hand what we wanted done, or I might state in another way to confirm what had been done. This memorandum read:

To: Mr. Hand October 23, 1929

Series 145 Engine for Airplane

This memo supersedes my note of October 15 regarding preparation of engine for aeroplane. You have already issued purchase order on Johnson Flying Service for installation cost. Charge time and material to the order number for this job.

1. Crankcase - Use crankcase which is now in Pikes Peak racer. Use aluminum cheek piece with felt for controlling oil. Check all main bearings. Use felt also in rear acme.
2. Use crankcase now in Peak racer.
3. Flywheel is eliminated. Bearing for taking propeller trust will be mounted inside of Bell housing. Drawings for thrust bearing and propeller hub will be furnished you by drafting room.
4. Crankshaft now in Peak racer. Crankshaft and trust bearing assembly must be carefully indicated to eliminate possibility of bind.
5. Series 135 wide pump oiling system. However, all tubing must be annealed and each connection made absolutely tight. Use new tubing with soldered connections.
6. Use new set of Series 145 cylinder with fins turned down to decrease weight.
7. High compression pistons. Pistons are made. Grind to .004" clearance Straight Grind.
8. Aluminum walking beam cases - high type. Use new tubes - 3/8" push rods. - Weld on each type to be carefully inspected. - lower jam not to be welded in place.
9. Make walking beam case covers of aluminum. Paint block same shade as specified cover.
10. Suction yoke and cylinder extensions to be made of aluminum, same drawing as Series 145.
11. Use die cast 1-1/2" Stromberg Carburetor.
12. Cylinder heads. Use new cylinder heads sand cast. Use special care in inserting valve guides and spark plug inserts.
13. Connecting rods - new Series 135 - .002" clearance. Each rod to be carefully inspected for flaws in chemical laboratory. Use special connecting rod locks.
14. Use Magneto and magneto bracket off Pikes Peak engine.
15. Engine to be equipped with Tachometer. Buy 4000 R. P. M. Tachometer (half engine speed type) from A. C. Co. Use magneto drive parts from Pikes Peak engine.
16. Leave off starter and generator.
17. Since no fan is used, use fan hub on front to keep oil from leaking out.
18. Drafting room will supply drawing for special aluminum housing for use in place of regular housing. Special housing is to make air from propeller.
19. Use solid copper gaskets.
20. Use Series 135 - oil pan.
21. Engine is to be assembled and tested on dynamometer.
22. Use new Link Belt Chain.
23. Make up 6 straight exhaust pipes - each 12" long.
24. Walking beam cases to be piped for valve oiler.
25. Engine will be assembled and tested on dynamometer for power. Set camshaft 70 late. After test engine will be torn down and inspected. After inspection propeller hub and special air housing will be installed. Engine will be fired to see if it is O. K.

Since this engine is to be used in a plane, it is absolutely essential that utmost care be exercised in building. Each part should be absolutely clean and those parts requiring paint, painted in a neat manner.

Further information concerning this job will be covered by separate memo.

C. T. Doman

CC - Mr. Lay

Our dynamometer work was progressing in great shape. The parts needed to reduce the weight of the engine were either completed or nearly so, but no further word from Al Johnson. So, on October 22 I wired Mr. Johnson. Unfortunately, I haven't a copy of our telegram, but it certainly must have been to the point as on the same day he wrote in detail as follows:

October 22, 1929.

H. H. Franklin Mfg. Co.,
Syracuse, New York.

Gentlemen: Attention: Mr. C. T. Doman,
Engineering Department

I have your wire of October 22nd and our delay in answering has been awaiting the official acceptance of the Waco Company of your acceptance to the proposition I wired you, as the Waco planes finished first and second in the Ford reliability tour, naturally all of the officials are up there for today and tomorrow, however, the Sales Manager assured me he was positive that his company would be glad to cooperate with us and your company for the advertising value that they would get out of it.

I will write you immediately upon my talk with the Waco Officials on Thursday.

In reference to your letter of October 8th, I appreciate the Purchase Order of $500.00 and believe we can do a good job in installing that engine in a suitable plane and feel confident of its successful trip to New York.

In regard to Item 1, it is necessary to have a Tachometer which we will send you in a few days.

With reference to Item 2 the single ignition Scintilla Magneto is satisfactory.

In regard to Item 3, it is possible to run the engine without any exhaust heat on the carburetor.

Regarding Item 4, no doubt it will be necessary to install a larger thrust bearing in your engine and I will give you the propeller diameter and pitch together with its thrust so you can figure what size bearing will be necessary.

We are having a propeller designer working on the propeller now.

It will only be a matter of about 3 or 4 H.P. between a compression ratio of 5.8 or 5.3, however by using doped fuel it would possibly be better to use the higher compression. We figure to have the propeller designed to run at 2600 R.P.M. which will give about 86 H.P.

It was a good idea to send a mechanic along with the car to aid with the motoring and tuning up of the engine and it would greatly help us if you could send us a crank case with the engine lugs attached so we can make the motormount to fit the engine which you will send.

We are prepared to start on this job immediately and have already taken up with Wright Field in regard to its practability and find no objections so far.

We will keep you advised as to the progress we are making and will let you hear from us within the next few days.

Yours very truly,

JOHNSON FLYING SERVICE INC.

By (E. A. Johnson)

President

I have reread Mr. Johnson's letter with interest as it appears that, typical of a young engineer, I had processed the purchase order for $500 and was ready to instruct him to proceed as my letter was dated October 8, the very next day from Hugh Goodhart's approval.

We were also relieved that Mr. Johnson had been able to complete negotiations with the Waco Company, Troy, Ohio, to use a Waco airplane. You will recall, original plans had incorporated one of Johnson's Swallow training planes.

From time to time, I received the customary needle from by boss and from Hugh Goodhart as time was wastin'. Ads were written. One in particular worried even Mr. Franklin, President, and John Williams, Vice President of Sales.

Apparently, I passed a piece of the needle on to Mr. Johnson as on November 26 he wrote me in detail as follows:

"I have your letter of November 21, 1929, and note that you have completed a dynamometer test of the engine. We have had two propellers made, one for a 1750 and I think the other for around 2000 and we, of course, will satisfy ourselves as to what is the best speed to run it.

The engine came in just a few minutes ago and it looks OK, however, there was only one box that had the propellers and eight exhaust stacks in it, there were no tools or spare parts that we have seen so far.

We notice on the engine that the carburetor sets so high that we will have to use a feed pump or a gravity tank or else use a mechanical driven pump as we do not know much about the pump that you have on now, if it is autopulse it is not permissible to use that on an airplane, however, we will give it a trial at the field and use it if we think it is all right but I think we will put on an emergency line that will take care of any condition if that pump does not work.

I also notice that there is a copper line with coils in it from the pump to the carburetor; we have to put on a flexible line there as vibration will surely break that copper line in a very short time.

I have just talked to the President of the Waco Company of Troy and he tells me that they have not received an answer from your concern as to whether or not you have agreed to accept their terms of mentioning the word "Waco" when the word "Airplane" was mentioned in publicity or any advertising that you got from this installation. I think they are perfectly right on this and do not think it would be out of place for your concern to agree to use the word "Waco" when the word "Airplane" is used. This does not, however, cover any report or any newspaper publicity that is written up without detail authorization from your Advertising Department. However, if the Waco Company and yourselves do not get together, we will go ahead with our original plan and put this engine in a Swallow.

Trusting that we may hear from you within the next few days as to just what ship to make this installation in, we are

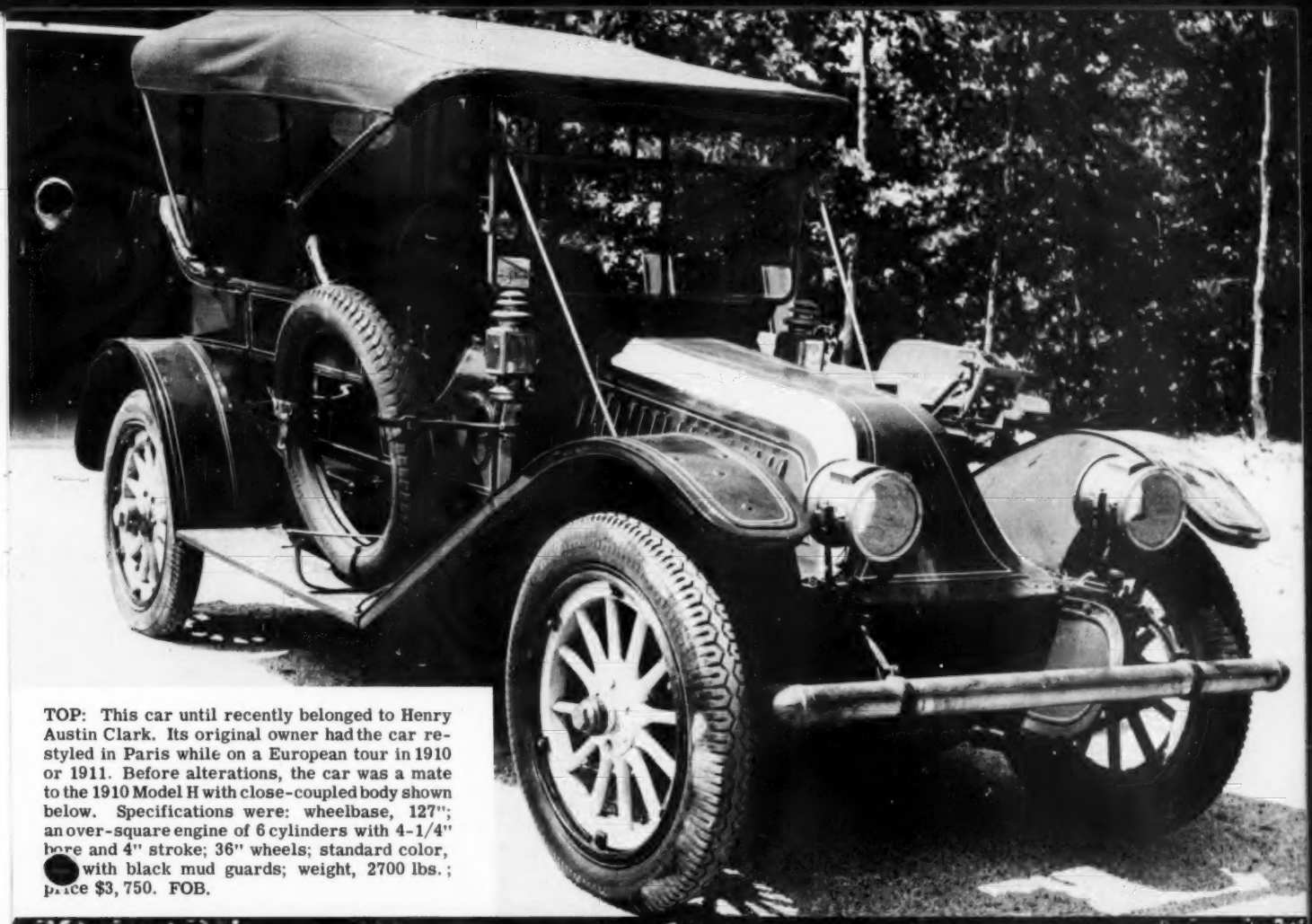
Yours very truly,"

You will note that he is passing the buck back to us a bit when he says, "The president of the Waco Company of Troy tells me that they have not r e c e i v e d an a n s w e r from your concern as to whether or not you have agreed to accept their terms of mentioning the word "Waco"-------". This paragraph immediately aroused our sales group and a decision was made to do as Waco desired. Franklin management was becoming increasingly alarmed with the slowness of progress at The Vandalia Airport. My notes showed that I phoned Mr. Johnson on November 29 and again in December. You must realize while we had telephones in 1929, we also had budgets and phone calls were not made as freely as they are in 1955.

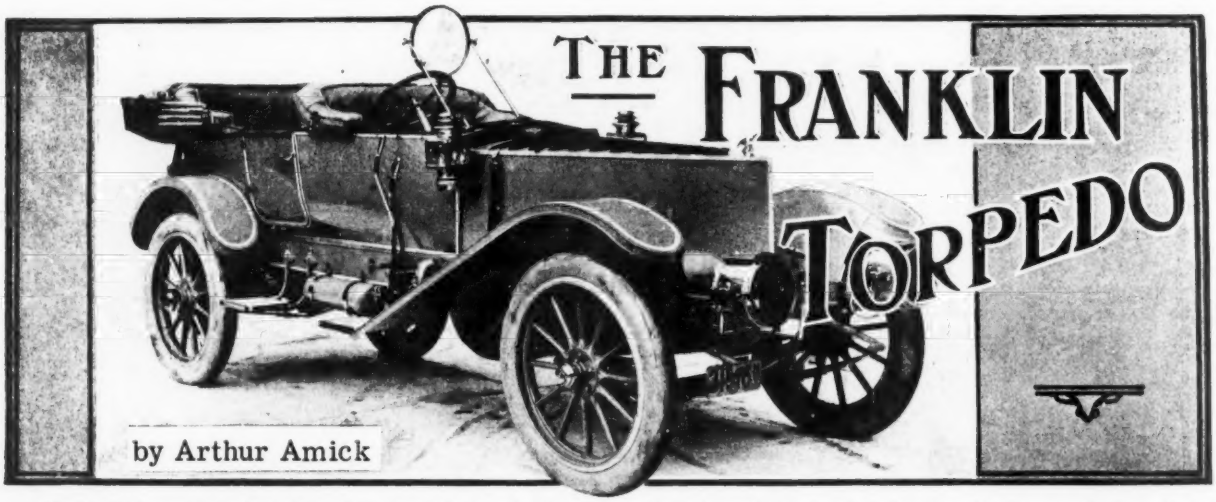
The United States Advertising Company of Toledo had for years handled the Franklin Advertising and were naturally becoming extremely nervous over the delays in the engine installation. So, Colonel Leiniger, Vice President of the Agency, decided to "camp" at Al Johnson's place of business and help where possible and, no doubt, needle everyone until the airplane was in the air. No one knows whether the Colonel's pressure helped or hindered. I do know that telephone budgets were forgotten. He had me on the phone it seems by the hour asking for this and that. He asked that I drop everything at Syracuse and come to Dayton. This I couldn't do because production was just starting on the 1930 engine and typical of new engines, troubles were appearing in every direction. Furthermore, my boss simply said, "Carl, you have plenty to do here." So I carried on by phone.

Anxiety of Franklin's top management remained at top pitch. Lurking in the back of everyone's mind were the possible legal implications if the airplane could not fly. The "Saturday Evening Post" with full-page colored advertisements was ready to be mailed. Newspaper copy covering a fictitious story about the arrival of a Franklin car at the Vandalia Airport, the removal of its engine and a quick installation in a Waco plane, and its great flight, etc. So, when Colonel Leiniger phoned, "She flew today." all, including Carl Doman, breathed easier. Yes, the Franklin S-14 engine was an airplane engine. It had flown a Waco ship, but immediately Colonel Leiniger said, "Let me talk to Carl Doman." He told me, "Carl she flew, yes, but I thought Al Johnson, the pilot, would be killed. The ship just staggered off, then narrowly missed buildings, and soon landed. It wouldn't stay in the air. The carburetor is bad. Immediately after take off the engine belches black smoke. What do you suggest? It could never fly to New York. It could never leave the airport."

(continued on page 26)



TOP: This car until recently belonged to Henry Austin Clark. Its original owner had the car restyled in Paris while on a European tour in 1910 or 1911. Before alterations, the car was a mate to the 1910 Model H with close-coupled body shown below. Specifications were: wheelbase, 127"; an over-square engine of 6 cylinders with 4-1/4" bore and 4" stroke; 36" wheels; standard color, [redacted] with black mud guards; weight, 2700 lbs.; price $3,750. FOB.



THE FRANKLIN TORPEDO

by Arthur Amick

The first American adaptation of the torpedo type body, so popular in Europe and England, was the special Franklin built in 1910 at the Syracuse plant for Mr. Franklin's own use. The Franklin Torpedo included many departures from European practice in similar designs. The foreign designs, which admittedly supplied the inspiration for the Franklin, were invariably limited solely to the body proper which they then had to attempt to blend in with the ordinary blunt hood and radiator, never with complete success. The Franklin carried the torpedo idea to its logical conclusion and made the hood pointed like the prow of a boat. The hood thus actually gave the keynote to the whole design. This most unusual hood design was made possible, of course, by the fact that the car mounted an air cooled engine, untrammeled by fan or radiator, and thus permitted the designer almost unlimited freedom at that point.

The body itself continued in a smooth curve to the rear, swinging upward at the back of the tonneau, the doors, front and rear, were full height and further emphasized the nautical effect by a continuous wood moulding on the tops of the doors. The car was a sensation at the 1910 auto shows.

Built on the regular six cylinder 42 horsepower 1910 Model H chassis, it had a bevel gear ratio that enabled it to reach a high speed of seventy-five miles an hour. Access for cooling air was provided by a series of wide louvres in the top panel of the hood. The car was painted a battleship gray striped with pearl, it was given a simple rubbed finish instead of the high gloss customary at that period. Upholstery was in chocolate brown goat skin. The top was a rich dark blue, and all bright work was finished in nickle. The windscreen was of the monocle type, seldom seen except upon racing cars. The dashboard was of Circassian walnut and displayed a silver plate bearing the words "Franklin Torpedo."

Extra equipment was quite complete. It had electric fittings to both side and tail lamps as well as speedometer light. In the tonneau were lockers for stationery, toilet articles, first-aid outfit, goggles, gloves and a cigar humidor. A large trunk was fitted on a rack at the rear.

Several years ago Mr. Franklin told the writer that the boat nosed Torpedo no longer exists.

A similar car was built in the same year and on the same chassis for Mr. Ralph Hamlin of Los Angeles, the Western Distributor for Franklin. The only appreciable difference in Mr. Hamlin's car was that it was fitted with a Renault type hood. This hood, unlike later Franklin hoods of the same type, was fitted with louvres in the top panel in similar fashion to those of the boat prowed version. There exists today a 1910 Model H Franklin with a Renault type hood (see picture page 7). The story is told that the original owner of this car had it fitted with a Renault hood while on a motoring trip in France and that Mr. Franklin on seeing this car was so impressed with it that he adopted the hood for the Franklin car. While there is no doubt that the later Franklin hood was copied from the Renault, the story about this particular car influencing Mr. Franklin is not true. The Franklin factory had already used this hood on Mr. Hamlin's car and then adopted it for the 1911 cars before the car in question ever returned from Europe. The Renault hood was continued without change through 1914 and after that year with slight and gradual changes until about 1916. Undoubtedly the history of the 1910 H in question is that it is one of the many that were altered in 1911 or later to the newer type hood. As the reported owner of this particular car has failed to answer any of our letters concerning the car, we are, of course, surmising.

In 1911 and for two years thereafter the Franklin Torpedo with the Renault type hood and with some minor variations was produced on the 38 Horsepower Model D chassis. The standard color of the 1911 was similar to Mr. Franklin's special car; the 1912 and 1913 were usually painted a russett tan. These production versions did not contain the special interior appointments and were fitted with a normal type adjustable windscreen in place of the monocle. Some were equipped with a matching tonneau windscreen. They also had regular running boards rather than the steps of the two 1910 cars. The tops were a beautiful and unusual salt and pepper weave. Upholstery was in fine brown pigskin.

The writer's own specimen, a 1912, which incidentally has modified hood louvres, may be the only surviving Torpedo.

Franklin Speed and Efficiency Records

Ralph Hamlin in the Model H he drove in the 1911 Los Angeles to Phoenix road race.

Franklin's record of wins in automotive contests is a long and impressive one. In efficiency tests, in fact, its superiority was so pronounced that manufacturers of water cooled cars arranged many contests to be held for water cooled cars only. Perhaps their greatest blow was in 1919 when in the annual 374 mile Economy Run from Los Angeles to Yosemite (the Mobilgas Economy Run of that day), Franklin won all three first prizes! Pictures of the car with three enormous silver cups - one on each front fender and one on the cowl - appeared in papers all over the country. Franklin won the actual mileage record with a figure of 28.8 miles per gallon; it won the ton-mile record with figure of 49.9 miles per gallon; and, of course, it won its class record. Readers will note that these figures compare very favorably with the best of recent years in the Mobilgas Economy Runs. Of course, the rules in 1919 were not quite so strict. Entrants were permitted to make changes such as: the use of any gear ratio that the company had listed; carburetor jets could be changed for greatest economy; air pressure in tires could be increased as desired; timing could be set anywhere from standard that was helpful; spark plug gaps could be set as desired; and light oils could be substituted for heavy greases. Also, overall average speed was 10 miles slower than the 40 plus required, for example, in the 1954 Economy Run. On the other hand, the old runs were made on much lower octane gas and largely on "pick-and-shovel" dirt roads.

The long list that follows may be somewhat tedious reading, but behind the essential facts as outlined here undoubtedly lie some really great stories. For example, the list says only that on October 26, 1912, Ralph Hamlin won the Los Angeles - Phoenix Desert Race with a 6 cylinder, 42 hp Model D. But we know that this 500 mile race was an annual affair and one of the toughest of its day, attracting such drivers as Bill Bramlette, Louis Nikrent, Charles Soules, Charley Bigelow, and Al Faulkner. Our own Ralph Hamlin won that race in a field of 11 formidable opponents including a Buick, two Cadillacs, a Mercedes, a Hupmobile, and a Simplex. Incidentally, Ralph is an active member of the HHFC today and his home in West Los Angeles has a special alcove off the living room in which Ralph keeps his three Franklin antiques, 1902 and 1904 cross engine jobs and a 1908 Model G runabout.

The Franklin car was no "bomb", and it didn't "make good in a day", so to speak. But in efficiency contests it reigned supreme and in long distance endurance runs it often demonstrated its great underlying worth and amazing ability to the surprise and dismay of some of its more glamorous contemporaries.

FRANKLIN RECORDS

The following is a list of some of the more important Franklin speed and efficiency records.

July 25, 1903: John Wilkinson, with 10 h.p. Franklin, won 5-mile race in Yonders. Time, 6 min., 54-3/5 sec.

August 1, 1904: Trans-continental run, San Francisco to New York. 10 h.p. Franklin. Time, 32 days, 23 hrs., 20 min. Best former record 61 days.

July 10, 1905: Economy tour, Brooklyn to Southampton and return. 10 h.p. Franklin.

May 4, 1906: 4-cyl. 12 h.p. Franklin ran 87 miles on 2 gallons of gasoline with 4 passengers. Supervision A.C. of A.

August 2-17, 1906: Trans-continental run, San Francisco to New York. 10 h.p. Franklin. Time, 15 days, 2 hrs., 12 min.

September 6, 1906: Same car that made trans-continental run, ran from Chicago to New York in 56 hrs., 58 min. Best former record 58 hrs., 43 min.

August 21-22, 1907: Model D. Franklin lowered Chicago-New York record to 39 hrs., 53 min. From Cleveland to Buffalo, 214 miles, machine beat by one hour the Chicago, Boston and New York Express, on which were the relief relay of drivers.

February 25, 1908: Long Island Auto Club Economy Contest. Franklin averaged 26.5 miles to a gallon of gasoline, $.012 per mile operating cost for 242 miles.

March 2, 1909: Kansas City Auto Show. A challenge was issued to exhibitors to run as far as possible on low gear. Franklin only car finishing. Drove over 60 miles city and country roads. Ran idle for 60 hours in garage, then backward on road for 12 miles, then ahead into town at 30 miles an hour.

May 7, 1909: A. C. of A. Economy Contest. 18 h.p. Franklin driven 36.6 miles on 1 gallon of gasoline, 5 passengers.

July 11, 1909: Automobile Club of Buffalo 1 gallon Efficiency Contest. 18 h.p. Franklin Touring Car made 46.1 miles on 1 gallon of gasoline.

October 26, 1912: Ralph Hamlin won Los Angeles Phoenix Desert Race with Franklin 6-cyl. 42 h.p. Model D.

June 30, 1913: S. G. Averell, with special Franklin 4-cyl. car, made 83.5 miles on 1 gallon of gasoline. Supervision A. C. of A.

April, 1914: In efficiency test conducted by the Worcester Polytechnic Institute, a stock Franklin Touring Car delivered at the rear wheels 84.4% of its engine power.

May 1, 1914: 94 stock Franklins in different parts of the country averaged 32.8 miles on 1 gallon of gasoline.

September 24, 1914: 116 stock Franklins in different parts of the country made 100 miles on low gear in ten hours or less.

December, 1914: In fuel economy test conducted by Yale University a stock Franklin Touring Car used the least gasoline of any car tested having six or more cylinders.

May 1, 1915: 137 stock Franklin Cars in all parts of the United States averaged 32.1 miles to a single gallon of gasoline, the greatest mileage obtained by any one car being 55 miles, which at that time was the world's record for gasoline consumption of six-cylinder cars.

August 1-4, 1915: During an elapsed time of 83 hours and 40 min., and going the entire distance in low gear, a Franklin Car ran from Walla Walla, Washington to San Francisco, Calif., 860 miles, without once stopping the engine.

November 1, 1915: In the New York to Chicago oil test, supervised by the Auto Club of America, a Franklin sedan made the distance of 1046 miles on 1 gallon of oil. (Believe it or not, this was a world's record!) - (for economy, that is).

July 13, 1917: 179 stock Franklin Cars in all parts of the United States averaged 40.3 miles on a single gallon of gasoline. All records were sworn to before notaries. At this time Cowles Tolman, of New Haven, Conn., made his record of 82.8 miles, which today* is the world's record mileage not only of six-cylinder cars but of all stock types of gasoline propelled vehicles on a single gallon of gasoline.
(*Taken from a book printed in 1923).

May 30-31, 1919: Stock Franklin Touring Car won Los Angeles-Yosemite Economy Run, taking all three prizes. Established new ton-mileage record of 49.9. 374 mile run included climb of 6,800 feet.

In the summer of 1919, a number of long distance road runs were made by Franklin users in various places, demonstrating Franklin ability to outdistance other cars in a day's run.

729 miles over dirt roads in 23-1/2 hours, elapsed time, averaging 33.72 m.p.h., J. T. Peacha, Duluth, Minn.

746.1 miles, 24 hours elapsed time, averaging 33.16 m.p.h., J. H. Manion, Indianapolis, Indiana.

725.2 miles, 24 hours elapsed time, 22 hours running time, or average of 32.96 m.p.h., L. W. Snotin, Indianapolis, Ind.

558 miles, 12 hours 45 minutes, 35.98 m.p.h. speed average for running time. J. W. Banks, Newark, N. J.

865.4 miles, running time 23 hours, 4 minutes, average speed 37.51 m.p.h., 23 hours, 20 minutes elapsed time. R. H. Carmer, Waterloo, Iowa.

553 miles, 15 hours, 45 minutes running time, average speed 35.11 m.p.h., elapsed time 16-1/2 hours. Cliff Leuders, Cincinnati, O.

398 miles, 9 hours 59 minutes, speed average 38.86 m.p.h. New York to Montreal, J. W. Banks, Newark, N. J.

486 miles, from Boston to Fort Kent, Md., in dead of winter, 11 hours, 56 minutes running time, average speed 40.72 m.p.h., elapsed time 12 hours, 37 minutes, P. E. Frost, Portland, Me., Wm. Sawyer, and Haven Sawyer.

398 miles 9 hours, 27 minutes elapsed time, speed 41.6 m.p.h., New York to Montreal, J. W. Banks, N. J.

August 17, 1919: P. E. Frost of Portland, Me., in stock Franklin Touring Car made 98 mile run from Portland, Me., to summit of Mt. Washington (6,293 feet high) in low gear without a stop. Gasoline used averaged 10.6 miles to the gallon.

June, 1920: B. B. Crow of Montevideo, Uruguay, Franklin stripped and Franklin touring car took first and second places in two-day road race from Montevideo to Mercedes and return. Total distance 530 miles.

October 19, 20, 21, 1920: Franklin stock touring car made 500-mile run in low gear in Imperial Valley, Calif., without stopping engine. Temperature varied from 72 degrees in early morning to 125 degrees at noon. Maintained speed of 11-miles per hour. Intermediate and high gears removed from the transmission before start.

May 18, 1921: Stock Franklin Touring Car driven by George Sherwood of Pasadena, Calif., made 34.8 miles on a measured gallon of gasoline on Los Angeles speedway. During test, average speed maintained was twenty miles an hour.

June 7, 1921: Stock Franklin Touring Car, demonstrating cooling efficiency of Franklin car, climbed a nine-mile stretch on Mt. Wilson near Pasadena in reverse gear. Elevation at start 1250 ft. Elevation at finish 5886 ft. Total climb in nine miles 4636. One-way road with turn-outs about every 1,000 ft. Total elapsed time 1 hour 25 minutes. Two short stops made, but motor kept running. Actual running time 1 hour 10 minutes. Carried four passengers, including driver.

January 6, 1922: Frank H. Beall of Atlanta reduced by 1 hour 28 minutes fast time of Dixie Flyer (railroad) between Atlanta and Jacksonville, making trip between these cities. Official elapsed time 10 hours, 27 minutes, Distance 371 miles. Averaged 36.1 miles per hour.

November 6-7, 1923: In New York to Chicago oil economy and fuel efficiency test, a Franklin Sedan registered record of 5992.6 miles to gallon of oil and 19.6 miles to gallon of gasoline. Technically supervised by the Automobile Club of America.

May 17-28, 1924: Franklin demi-Sedan won 1900 mile El Paso Herald endurance run -- beating the whole field for economy except Ford, Overland, and Chevrolet.

January 10, 1927: Franklin stock touring car won the 1500 Kilometer Uruguay efficency and endurance run. Driver, Matias Fresnedo of Buenos Aires, Four passengers. Only car entered carrying full equipment. The route followed was the same as that followed by B. B. Crow, who established a previous Franklin Record.

January 30, 1927: Stock Franklin touring car startled South America, when as the official pathfinder for the Buenos Aires paper, La Razon, it traveled from Tupiza, Bolivia, across Argentine and thence south to Punta Arenas in Chile. Emilio Karstulovic, the famous South American racer, drove this Franklin from the tropics to the Antartic in the amazing time of 22 days, encountering every conceivable driving condition.

July 14, 1927: Driving a 9-year old Franklin, William Feigel won the low-gear run on the Houston, Texas, Speedway by covering 1,000 miles under auspices of A. A. A.

June 16, 1928: Cannon Ball Baker shattered cross-continent and return record of the Chrysler 80 by 10 hours and 36 minutes. Baker's time from Los Angeles to New York and return was 157 hours, 23 minutes (approximately 6-1/2 days).

August 4, 1928: Cannon Ball Baker in a Franklin Airman Sedan broke his own record in a dash up Lookout Mountain, near Chattanooga, Tennessee. Baker's time was 20 minutes and 38 seconds. His previous record had been made in a Rickenbacker touring car in 1925.

September 21, 1928: Up Mount Washington, N. H., in 14 minutes, 49-1/2 seconds, a Franklin Special driven by Cannon Ball Baker broke the previous record by 2 minutes, 10 and 2/5 seconds.

October 8, 1928: Cannon Ball Baker in a stock Franklin sedan broke the previous record for the Mount Mitchell, Carolina climb by 5 minutes, 25 seconds. His time was 35 minutes 35 seconds for the 17.5 mile standard course. Baker turned around and established a world's record for the entire round trip up and down making it in 1 hour, 31 minutes and 21 seconds. On reaching the bottom, and without stopping the motor, he made the round trip again in almost as good time as at first (1 hour, 31 minutes, 41 seconds). This was telling proof of the continuous power flow and cooling ability of the air-cooled motor.

November 20, 1928: Driven by Cannon Ball Baker, a stock Franklin Sedan dashed from New York to Chicago for a new World's Record, covering the 840 miles in 18 hours, 59-1/2 minutes, clipping 7 hours, 50-1/2 minutes off the previous record time. Three hundred miles from Chicago, Baker was more than an hour and twenty minutes behind the Twentieth Century Limited, which he beat to Chicago.

January 16, 1929: Driving from New York to Miami, Fla., in a Franklin Sedan in 31 hours, 10 minutes, Cannon Ball Baker beat the time of the Miami Ltd., fastest train of the Florida Coast System, by one hour fifty minutes, and lowered the former automobile record by 7 hours, 57 min. The highway traveled was 154 miles longer than the route covered by the train. The temperature ranged from 20° above zero at the start to 70° above zero at the finish, and the run represents the great efficiency of the air-cooled engine in accomodating itself to wide variations of temperature.

March 14, 1929: Beating by 1 hour, 44 minutes the best previous automobile time between Dallas and El Paso, Texas, Cannon Ball Baker, driving a Franklin Sedan, established a new record of 12 hours, 54 minutes. The start was made at an elevation of 525 ft. above sea level and finished at 3,712 feet above, with country in between necessitating climbs of 2375 ft., 2000 ft., 5700 ft., 3800 ft., and 5000 ft.

April 2, 1929: The automobile time for the round trip between Los Angeles and Phoenix, Arizona, was lowered 1 hour and 11 minutes by Cannon Ball Baker in a Franklin Sedan. The train time was lowered by 3 hours, 53 minutes, establishing a record for the round trip of 17 hours, 47 minutes. The one way trip to Phoenix, was made in 8 hours, 31 minutes, one hour 53 minutes faster than the best previous performance of this leg of the journey.

April 14, 1929: Cannon Ball Baker drove his Franklin Sedan up Mt. Diablo, Calif., for two round trips in 1 hour, 34 minutes, 15-1/2 seconds. The first round trip was made in 47-1/2 minutes and the second round trip was covered in 46 minutes, 32-1/5 seconds.

April 23, 1929: A Franklin Sedan driven by Cannon Ball Baker covered the distance between San Francisco and Los Angeles -- 412 miles -- in 7 hours, 32 minutes, beating the best previous automobile time made in a touring car by 1 hour, 25 minutes. In 1925 a Rickenbacker also driven by Baker made this same trip -- 439 miles -- in 8 hrs., 57 min. Prior to that the records were held by Studebaker, Cadillac, Peerless, and Buick.

May 3, 1929: The Salt Lake City -- Los Angeles record was captured by Cannon Ball Baker in a Franklin Sedan in 14 hours, 57-1/2 minutes, beating by 19-1/2 minutes the former automobile record. The best limited train on the Union Pacific was beaten by 8 hours, 42-1/2 minutes.

Labor Day 1929: Franklin special, piloted by Cannon Ball Baker, flashed up the 12.4 miles of the Pike's Peak course in 19 minutes, 12-4/5 seconds. (In the August 1955 issue of ROAD & TRACK, J. L. Beardsley describes Cannon Ball Baker as the "greatest record setter of all times".)

September 13, 1929: Cannon Ball Baker drove a Franklin, Model 135 Sedan, 6 times up and down Pike's Peak in 4 hours, 25 minutes -- a total distance of 150.28 miles at an average speed of 34.2 m. p. h.

September 24, 1929: Cannon Ball Baker made the 4.4 miles over Clark's Road to Corry's mine across main Rockies range through Deer Lodge National Forest to the summit of Continental Divide and return in 18 minutes flat, averaging 14.66 miles per hour. The entire run was made in low gear because of the extremely rocky and dangerous condition of the course.

September 27, 1929: Covering the 46.8 miles between Butte and Anaconda, Montana and return in the astonishing time of 37 minutes and 36 seconds, Cannon Ball Baker, in a Franklin 135 sedan, smashed all known records for this trip. The average time of 74.68 miles per hour (75.7 from Butte to Anaconda and 73.7 for the return dash) is the highest average speed Baker has ever made on a record run.

October 5, 1929: Clipping 46-1/2 minutes from the former mark set by an eight cylinder water-cooled touring car, Cannon Ball Baker sent a Franklin 135 Sedan for a new world's record when he drove the 180 miles from Great Falls to Butte in 3 hours, 56 minutes, 30 seconds. The time included 6 minutes for tire changing and beat by 1 hour, 38-1/2 minutes the fastest Great Northern trains between the two points.

October 11, 1929: Baker made the 34.2 miles between Ogden and Salt Lake City, Utah, in 30 minutes, 17-2/5 seconds at an average of 67.8 miles an hour, clipping 6 minutes, 3/5 seconds from his own previous precord.

(continued on page 20)

SOME EXPERIENCES AND EXPERIMENTS WITH AIR COOLED CARS

In the early days my older brother and I were in the bicyle business in Tampa, Florida, we learned of a chance to buy a new air cooled car at about half price that had run less than a hundred miles -- the original owner could not keep it cool, we bought it, - an Orient; single cylinder engine bolted onto the back side of the rear axle, said to be 4 H. P. It was a copy of the French designed De Dion-Boulton engine.

I had had a little experience in our shop with motor cycles and carburetors and had soon learned that a little gasoline is good and that more is not better, so I leaned the mixture. After a few days use we saw that the copper cylinder head gasket was leaking oil, I replaced it with a new one two or three times without a cure, then one day a marine engineer off a ship in port, told me to chissel out a support in the middle of the throat between the valves and the cylinder, this metal post would get nearly read hot, expand then contract and distort the gasket, we had no more troubles after this was done. We lived four miles out of town, drove this little car to the shop and back the whole week on a full tank of gasoline - three gallons.

A Tampa doctor decided he might want to buy it, I was demonstrating it to him so decided to change places, we got our legs tangles up with the steering tiller, the thing darted off the road into deep Florida sand headed in the opposite direction and stalled, he fell out on one side, me on the other, one of my ears was full of sand and I used a crutch three months with a sprained right ankle; I sold the car, but not to the doctor. History repeats -- the Orient had two speed planat ary gears and tubless tires.

My second car was a four cylinder air cooled 1908 model Cameron, a well designed car for those early days but the workmanship was poor. By removing two nuts, all the valves and both manifolds could be taken from all four cylinders, valves were very large and the incoming new charge kept the exhaust valves cool since intake and exhaust valves were opposite each other on a horizontal plane in the top of the headpocket. A Cameron six cylinder roadster was the first car I ever saw that could slip its tires on a brick pavement in second gear on a fast get away from a standing start; the size of the engine was 3 7/8 by 3 1/2. I made a hot-rod out of my car, lowered nearly all of it by removing the springs from top of axles to under side, shortened the wheel base, fitted several different carburetors and rejected them, finally ending with an open throated Holly that kept a puddle of gasoline above its jet, which was wiped out by air rushing in soon after the engine was started. I designed a gadget and had a machine shop make it for me so that I could raise or lower the float level and the depth of the gasoline puddle while the engine was running, also had regulation of the needle valve for high speed on the dash board. The muffler was discarded and a long thin steel tube reaching to the rear end of car was fitted, slots cut with a thin hack saw blade were spaced about one inch along the tube, cut to about the half of tube diameter. The tube was large, it caused no back pressure and the hacksaw slots killed the noise. Next I had two castings made and machined which I fitted over exhaust ports I filed in the cylinder walls which the pistons uncovered at 7/8 of the working stroke, each casting served two cylinders and plugs were made to plug up these exhausts when I did not want the extra noise and power. This car was fast but it could have been a lot more so with higher compression.

The lesson I learned with the Cameron is that is is not necessary for air cooled engines to have the cylinders strung out far apart, a successful air cooled job can have the same length crankshaft as any water cooler and save weight and space. I have had experience with every type car made in this country except electrics.

L. C. Hanna

The following is a copy from the TAMPA DAILY TIMES, Tampa, Florida, of July 14, 1917

Secured 57 1/10 miles on Gallon

Franklin driver bettered World's record. L. C. Hanna, with Mayor McKay and H. E. Snow, made trip in rain.

One of the most remarkable automobile trips ever made in this section was made yesterday afternoon by Mayor D. B. McKay and H. E. Snow, commissioner of public works, with L. C. Hanna driving a Franklin car which made a test run of 57.1 miles on a gallon of gasoline. The trip was made simultaneously with test trips made by every other Franklin dealer in the country yesterday afternoon under all kinds of conditions.

The Franklin car left the front of the Hillsboro hotel at 3:27 o'clock, just as it began to sprinkle rain. It went east on Twigg street, leaving the city by Seventh avenue. The river road was taken towards Wimauma, until the end of the brick road was reached. At the end of 18.5 miles a stiff head wind began to blow and a heavy rain fell and top and curtains were put up.

Water leaked into the test tank

The return trip to the city was made through heavy winds, rain and running streams of water. The gasoline in the bottle attached to the side of the car and connected with the carburetor, lowered most rapidly during the heaviest of the wind and rain. The bottle was unsealed and some of the rain trickled through the vent hole into the gasoline, causing the engine to balk from time to time and considerable gasoline was sasted by racing the engine to get the water through.

Upon reaching the city, the trip north of Nebraska avenue to Sulphur Springs and back was made, then to Ballast Point and back to the court house square, just a block and a half from the starting point, where the gasoline gave out at 8:30 o'clock. Every road was traveled both going and coming and hills coasted down in one direction were climbed in another.

Bettered previous world's record

Before the demonstration was started, the official observers, Mayor McKay and H. E. Snow, traced out the gasoline supply from the bottle to the carburetor and saw there was no other supply of fuel. The speedometer was set at O.

Whether Mr. Hanna with his record of 57.1 miles on a gallon of gasoline did better than any other Franklin agent yesterday is not known. However it is a certainty he shattered the former six cylinder world's record, which was made last year by Coles Coleman, of New Haven, Conn. with a Franklin six in similar competition when he got an even 55 miles from a gallon of gas.

Mr. Hanna said this morning he appreciated very much the courtesy extended him by Mayor McKay and Mr. Snow in accompanying him on the test run. All were soaked in the heavy rain which fell yesterday afternoon, despite the top and side curtains on the machine.

Hanna Road
Lutz, Florida
February 12, 1955

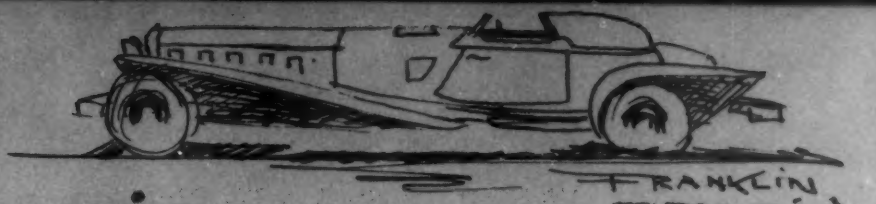
Mr. Carl T. Doman
2900 Overridge Drive
Ann Arbor, Michigan

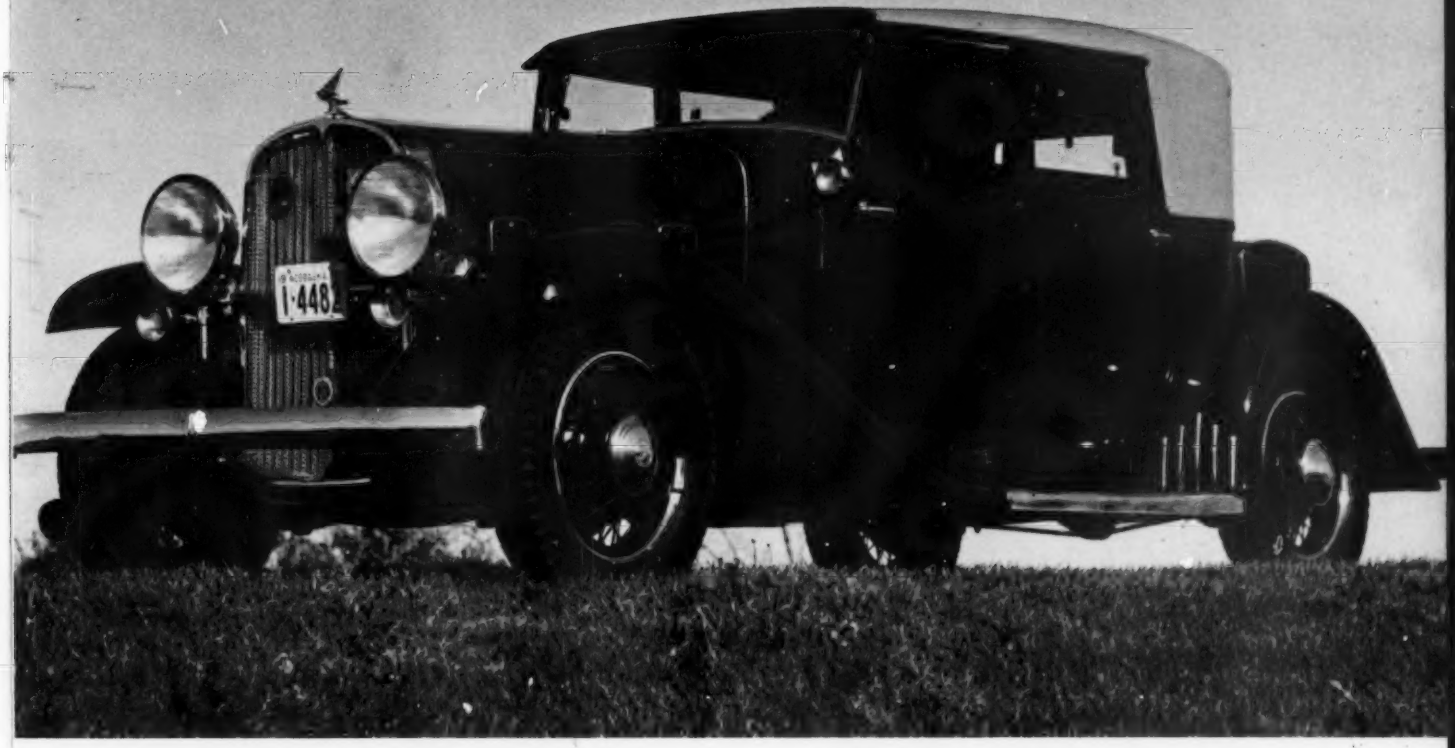
Dear Mr. Doman:

I thoroughly enjoyed reading your "The Two Johns" in issue No. 6 in Air-Cooled News for December 1954. You did an outstandingly good job.

(continued on page 26)

Salon Classique





WHAT IS A CLASSIC CAR?

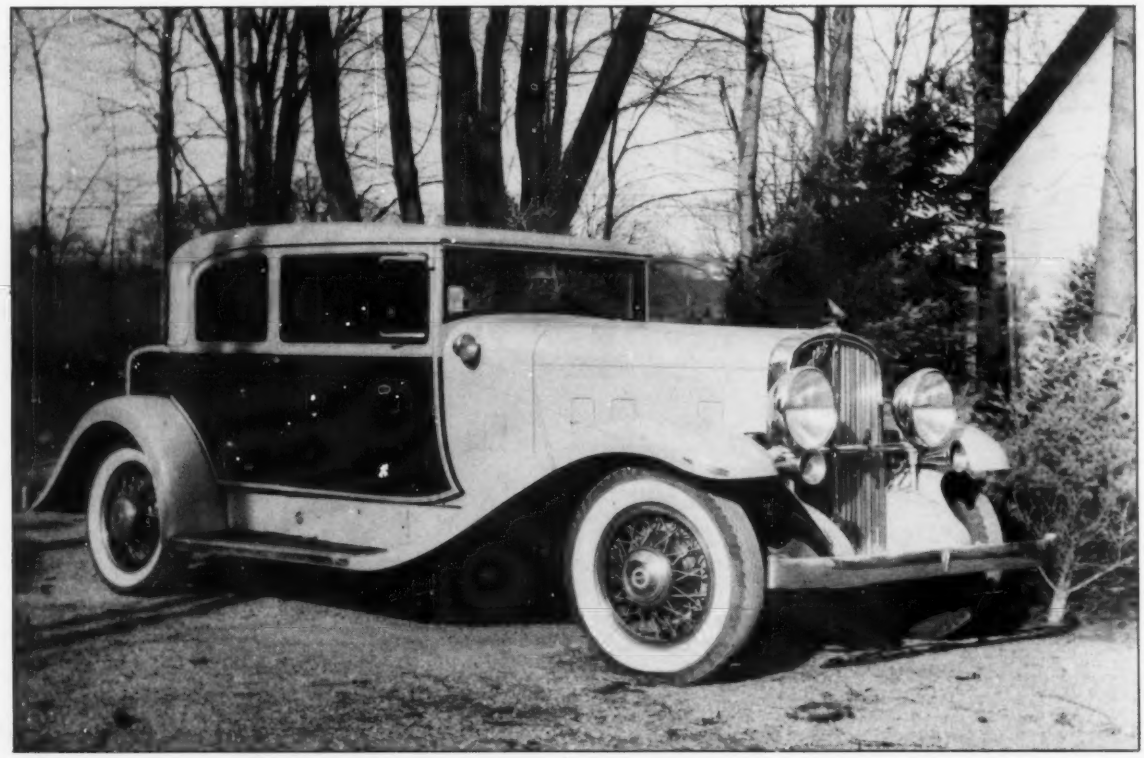
Classic automobiles are works of art - the finest engineering, styling, and craftsmanship in a mechanical arts field. In varying degrees they represent man's best work, not only in the attainment of performance, reliability, and comfort for their time, but also as examples of creativeness, integrity, beauty and good taste, and skill in the crafts, for perhaps all time. These are elements of classicism, the intangibles our senses tell us of but which defy measure. And foolish are those who attempt to devise exact definitions of classicism or measures or formulas for determining it. None can be made.

If we cannot define it precisely, we certainly can discuss it endlessly and, as with all arts, each artist or critic must form his own conclusions. Thus we all know classicism where we ourselves see it - some only in the sportiest phaeton, others in town cars of elegance or even in dignified sedans of quality. Others will see it mostly in rarity or great size. Some will judge by original price or by performance.

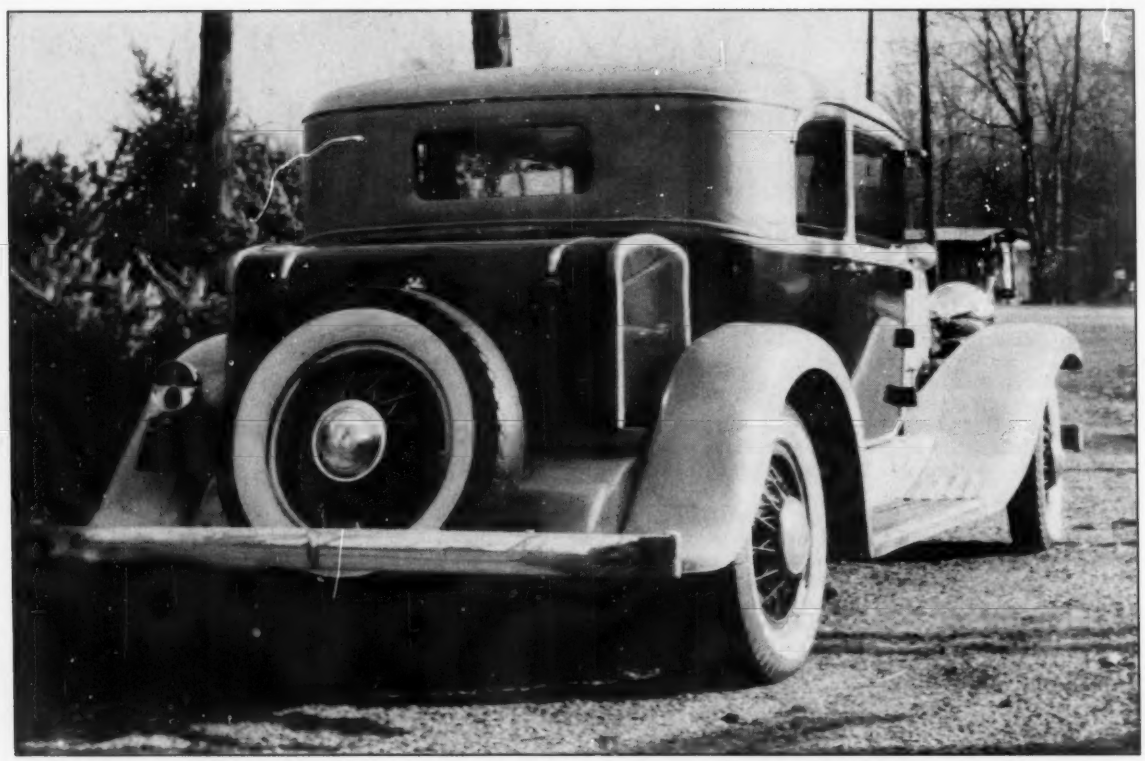
Intimate knowledge from study is prerequisite to the understanding of the temper of classicism. Only by such knowledge can the layman discover the meaning of the words "classic automobile".

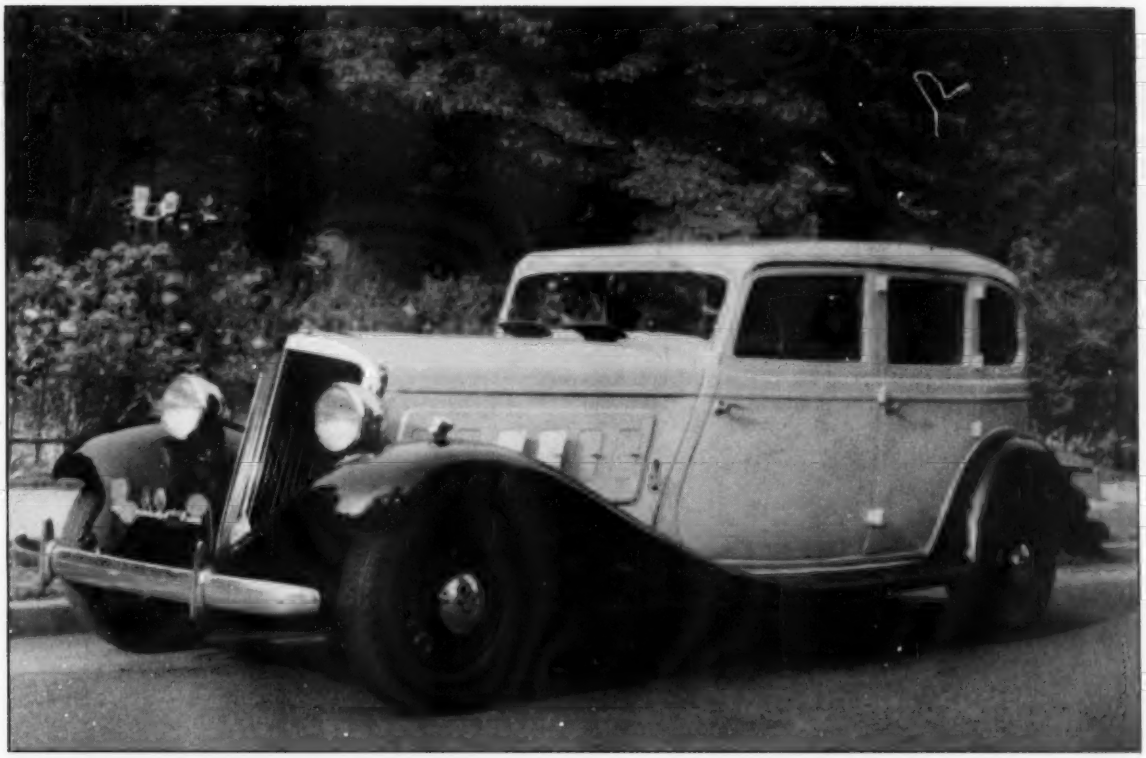
THE GREATEST CLASSIC OF ALL

Matthew Arnold said classicism is "to think clearly, to feel nobly, and to delineate firmly". No automobile more exemplifies these principals than Franklin. Not that Franklin's approach was the only classic one, for there were many objectives achieved by different classic cars. But none displayed more consistency to its objective than Franklin from 1902 to its zenith year of 1931. Its guide was light weight and simplicity, both classic virtues reflecting the restraint and logic characteristic of classicism. Air-cooling, the famous feature, was actually a subordinate idea. So were the wooden frame and later flexible steel frame, low unsprung weight, tubular axles, the extensive use of aluminum, and full elliptic springs unfettered by torque tubes and radius rods. By understanding the relationship of these features, their integration to the objectives of comfort, nimble performance, and reliability in a dignified, distinctive automobile, one senses a temper of classicism unequalled, regardless of individual objectives. Therefore, I believe the greatest classic of all time was the Franklin Airman of 1931. Specifically, I name the 1931 Sport Phaeton by Merrimac, a car of great beauty, of unsurpassed integrity of design - the finest example of the temper of classicism in the automotive art. THH



LEFT: Bob Reed's 1931 Airman with body by
the roof was covered with genuine landau l
dark blue; seats of blue leather. Right are
restored Series 17B V-12 sedan.

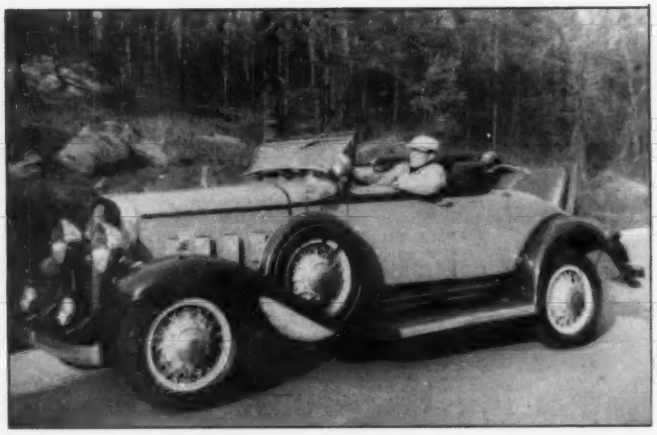




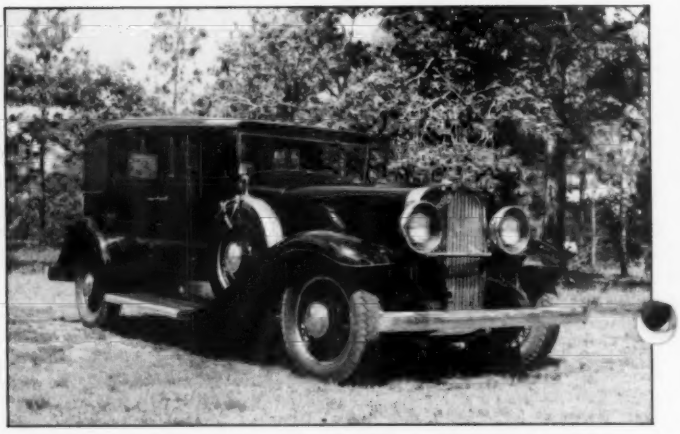
body by Derham. One of 3 or 5 such cars built,
ndau leather. Color was light gray and medium
ght are two views of William Miller's recently

Richard Hagen's 1928 Airman Speedster.

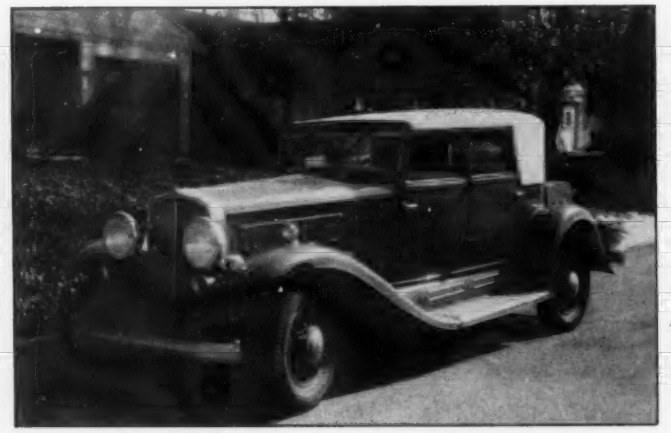
Mr. Tate's beautifully restored 1932 custom built coupe.



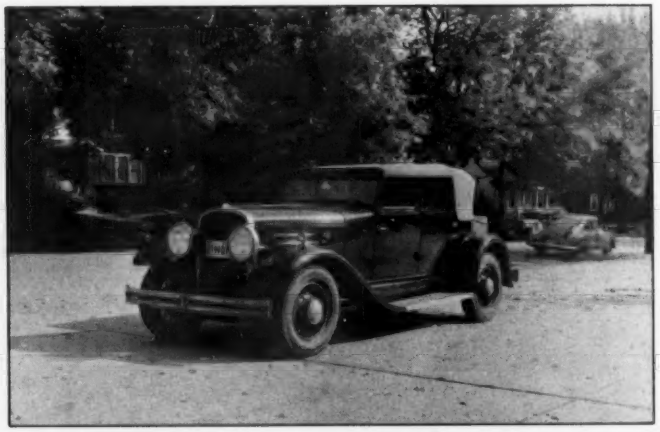
Lt. Herbert R. Hahn of Ft. McClellan, Alabama, in his 1932 Airman convertible.



F. Manley's 1931 Dietrich Town Car. Original real quarter panel coach lamps are missing.

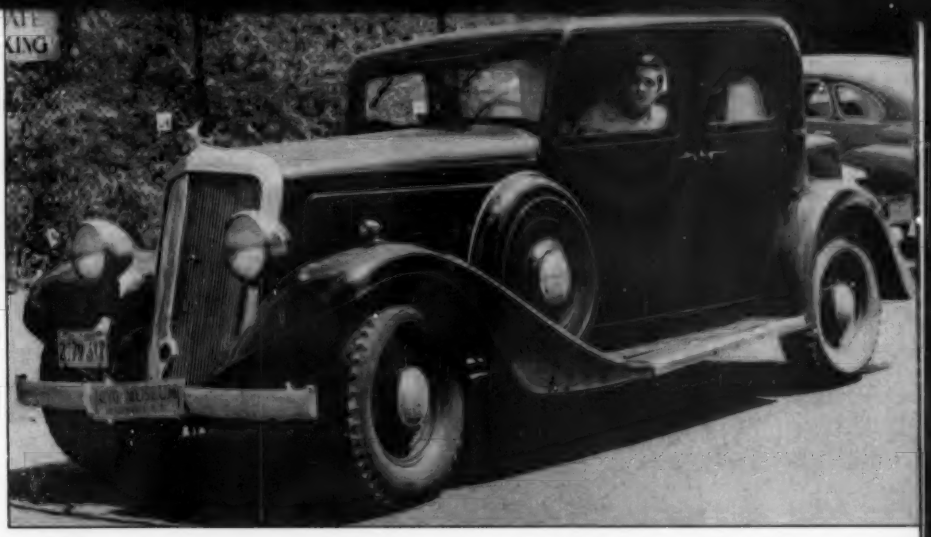


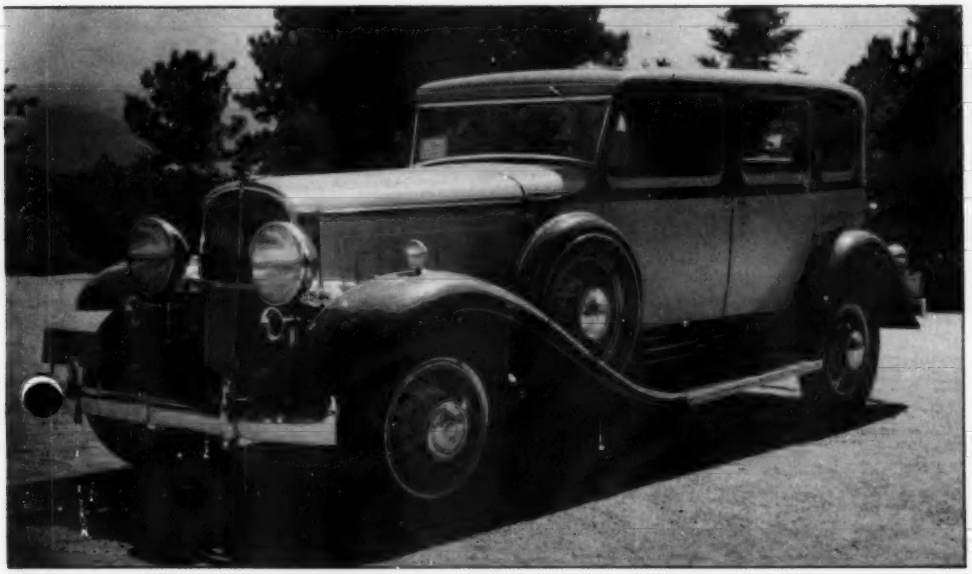
This 1932 Dietrich Speedster still belongs to its original owner, HHFC member Miss Emilie Wagner of Claremont, California.



Athol Odell, HHFC Official Heweler, has a Dietrich Speedster, one of the less common convertible versions. Odell owns 9 Franklins, will drive nothing else.

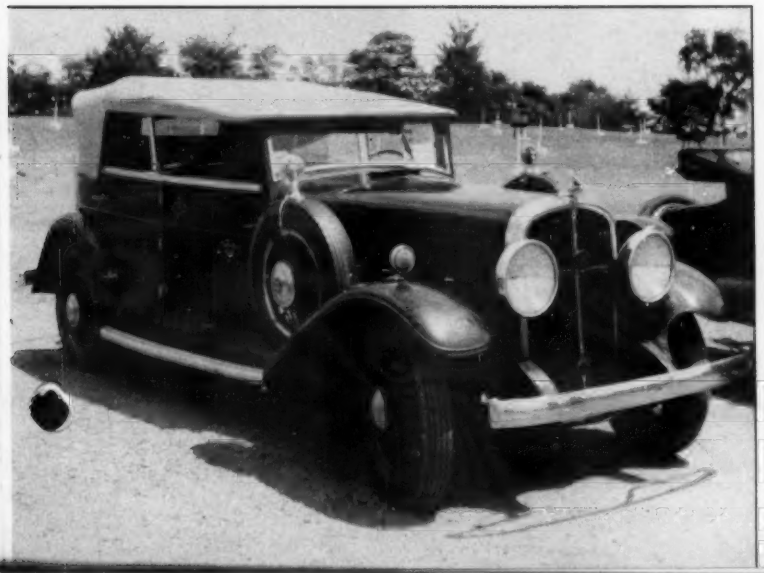
Clifford Boram as he passed thru Syracuse with his 1934 Series 19 Airman several years ago on way from New York to Chicago. Cliff took Mr. Franklin for a ride while there. Car belonged originally to the President of the New York Telephone Co.





LEFT: 1932 Airman sedan, restored by Arthur G. Rippey of Denver, Colorado. Note how Series 16 compares to Boram's Series 19. Both feature the 274 cu. in. 6 cyl. Airman engine on the 132" wheel base chassis, while interiors feature real walnut window mouldings.

BELOW: Another interesting view of Harry Moore's 1931 Pirate Phaeton. See letter about this car on page 20. This is a Dietrich design.



BELOW: the Editor's 1934 Series 17 V-12 Brougham just before leaving Long Island last year for its new home in Arizona. Note immense size of car compared to modern Packard alongside. Wheelbase is 144" and official weight at Missouri truck weighing station with driver and baggage was 6, 600 pounds.

TOP: 1931 Custom-built coupe on the Airman chassis. This is a pre-restoration picture, but shows car's excellent condition when sold recently by owner of many years, Gaylord Hoyt of Los Angeles. Car's present owner wishes to remain anonymous. Below this is another view of the Series 12B Airman Speedster of Richard Hagen of Seattle, Washington.

A recent addition to the HHFC roster is song writer, Pat Ballard, whose most recent hit was "Mister Sandman". Above Ballard appears with his 1932 Airman convertible coupe.

(continued from page 1)

Of possible interest to members who may be building or remodeling would be the work in ceramic tile of Tucson artist Kay Mallek Riess, 2013 North Swan Road, Tucson, Arizona. Kay supplies special orders to buyers all over the country, with jobs ranging from one tile suitable for mounting in a copper ash tray up to her specialties which are table tops and whole wall murals in tile. She is remarkably versatile and does beautiful work in a wide variety of designs. She has a large reference library but when a California customer recently ordered a panel for his fireplace featuring antique cars, Kay called on us for pictures. Naturally, we saw to it that Franklin was well represented on this fireplace. Prices range up from $2. for a 6" x 6" tile. Write Riess Studios for full details.

ABOVE LEFT: The HHFC bronze car emblem. Actual size about 4" x 3". Price $4.35 pp. Send orders to Box 535, Cumberland, Md.

ABOVE RIGHT: The new HHFC recognition pin or lapel button in 10k gold. Actual size about 1/2". Price $5.50 pp. Send orders to Athol Odell, HHFC Jeweler, Galesburg, Illinois.

1932 FRANKLIN AIRMAN CONVERTIBLE COUPE

PAT BALLARD

WRITER OF "MISTER SANDMAN"

TROY, PENNSYLVANIA

April 12, 1955

Dear friend Hubbard:

This letterhead shows how crazy you can get! I'm having a whale of a lot of fun, however. Will write to Bowman and send a photo to him.

I enclose check for back issues #1,3,4, & 6, and thanks for the news about the emblem. Am saving a place for it on the car. I am really an ex-publicity man hence hope in some way to give the Franklin as much notice as possible and knock down the silly snobs who think nothing but an old lumbering Packard and Caddy can be a true classic. I owned a $7000 Hartrich (one of a kind) 1929 Packard conv. which was the most awkward and lumbering car I ever drove....I sold it in 1932 and it's still in NY as a "show piece" but I wouldn't give a dollar for it if I had to drive it! So the old orphans of superb quality are the ones I want to toot the horn for!

Cordially,

Member of Antique Automobile Club of America . H. H. Franklin Club . Classic Car Club of America
Horseless Carriage Club of America

Dayton, Ohio
September 12, 1954

Dear Mr. Moore,

I enjoyed your "Franklin" letter in the September 1954 issue of Motor Trend. Your Pirate Phaeton was of special interest to me since I believe it is the one owned four years ago by a Carnegie Tech classmate and very good friend of mine - Mr. Thomas Ferguson, of Pittsburgh. I conclude this because of the extreme rarity of that model, especially one with the V-shaped 132 front grill, which Tom installed to replace the original flat one, badly rusted.

The car to which I refer has indeed been a 'hot' one; it was twice gutted by fire, first in about 1940, again in 1949, in which condition it was procured by my friend, who swapped a not-so-rare '29 Franklin Sport Sedan.

Tom reupholstered the car in black leatherette, had the body repainted a burnished red, had the top irons and tire rims cadmiun plated, lowered the rear top bow approximately two inches, and had a new top made (black).

After having new rear spring leaves (main) formed by the Iron City Spring Co., he completely rebuilt the engine; in addition to changing the bearings to precision inserts specially made by a firm on Baum Blvd., Packard pistons were installed, raising the compression ratio to 8.5:1.

In the Summer of '49 - after the renovation - Ferguson drove the car through New England without a hitch. However, that Fall, as we approached Somerset (Pa.), the engine started hammering, followed by a violent explosion from under the hood. It proved to be a broken piston head, possibly the result of the extremely high compression for such a hot-running engine. The car got back to Pittsburgh with no worse than a burned-out rod bearing. Tom repaired the damage, and kept the Pirate until the Spring of 1950, when he graduated from college.

I'd be happy to hear from you regarding your Franklin; I'm an automobile enthusiast myself, and I know how interested an owner can be in the history of his vehicle, or even one like it. That car was truly of a daring style, and possessed of many strange characteristics; upon suddenly engaging the clutch, the rear wheels would lunge ahead two inches before the rest of the car got into motion. The engine - being air cooled, was not a quiet one, and at high speeds, though it ran smoothly, always sounded as though something were ready to let go. (see picture of this car on page 17)

You have just cause to be proud of your possession.

Sincerely, Lt. A. R. Newton III

SPEED RECORDS (continued from page 11)

November 18-21, 1929: A Franklin sedan powered with the new Series 14 airplane type engine, hurled Cannon Ball Baker across the continent in 69 hours and 31 minutes. This lightning trip between New York and Los Angeles broke the former Franlin record by 4 hours and 29 minutes and established a time 8 hours and 9 minutes faster for the run than the best speed evermade by a water-cooled car. The fastest limited trains take 8 hours and 29 minutes longer to make the trip than Baker's latest time. During the entire gruelling run, in which the astonishing average of 46.89 m.p.h. was established, the motor was not stopped nor was a tire repair made. Today's transcontinental record is still held, apparently, by this car.

December 30, 1929: A Franklin Series 14 standard production engine mounted on a standard Waco "90" airplane piloted by E. A. Johnson of the Johnson Aircraft & Supply Company, took the ship off a muddy field at Dayton, Ohio, for a successful flight.

In this issue, Carl Doman gives us the complete story behind this flight of a Franklin Series 14 engine in a Waco airplane. Perhaps other members will recall the details of some of the other records listed or will be in a position to look up the full story in local libraries.

BACK ISSUES

All back issues of AIR-COOLED NEWS are still available with the exception of Issues No. 1 and 2. However about 4 or 5 photo-offset copies of Issue No. 1 are available at this writing. Issue No. 3 featured the story of the Airmobile car of 1937, Issue No. 4 carried pictures of Franklin engines through all major stages of development, Issue No. 5 was the special all-classic issue featuring pictures of over 70 special and custom-built body designs of the classic era, and Issue No. 6 carried the Doman biographies of John Wilkinson and John Burns. These issues are available at $1.00 each. Send orders to the Editor, 1405 E. Kleindale Rd., Tucson, Arizona.

If the Editor may be indulged in a bit of horn blowing, we would like to reprint some of the very generous compliments concerning the All-Classic Issue No. 5:

"---I can't recall a single automobile publication that pleased my palate more."

J. L. Elbert
Clinton, Missouri

"--- In my opinion this issue ranks with the book by J. L. Elbert on the "J" and the other Post Book on the Cord. Not as much text, of course, but you have proved beyond any doubt that the Franklin deserves to be ranked with the best of the classics. --- As a Marmon fan I hate to admit that you have generated a yen in me for a Dietrich speedster. --- The story by Carl Doman on the test run of the first V-12 I found absolutely fascinating."

Bill Gibson, VMCCA Librarian

"Congratulations on a fine magazine ---, a very creditable publication indeed. I particularly enjoyed reading the diary account of Mr. Carl Doman, 'Road Testing the Franklin V-12'."

Walter O. MacIlvain, Editor BULB HORN

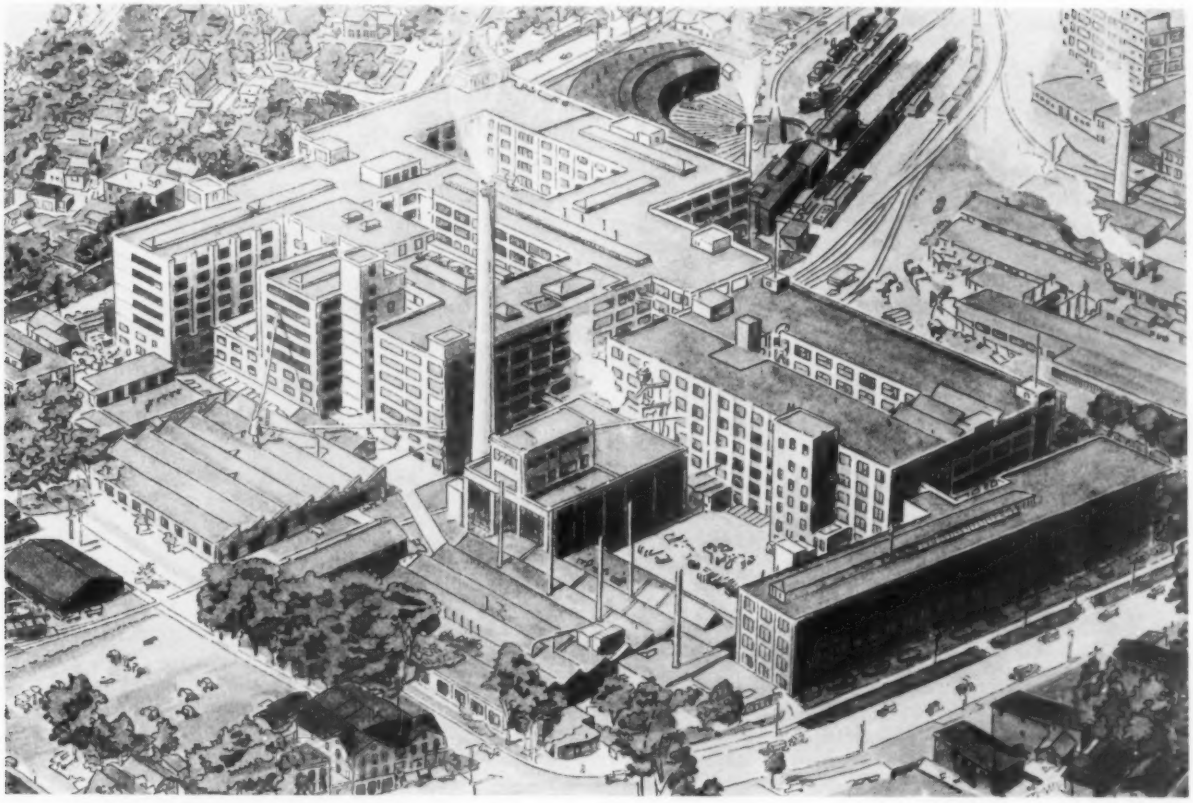
"In the center spread there is shown a town car which the copy states: 'Perhaps by Park Ward or Hooper'. From studying this design & rendering I am inclined to believe it is either Hibbard & Darrin or LeBaron. The rendering looks like Roland Stickney who was with LeBaron. It does not appear to me to be English. They were not as graceful as that. --- This booklet in years to come will be a wonderful piece of history on the Franklin car."

George A. Moffitt

" 'Classic' is defined by Webster as a work of the highest class and acknowledged excellence. This definition certainly applies to your magazine, as well as to the Franklin automobile."

William S. Snyder

MOUNTING THE HHFC BRONZE CAR EMBLEM - In answer to several inquiries, Arthur Amick says: "We purposely made the Franklin Club emblem without any fastening means so that it could be adapted to any type of mounting.--- In our own case we have mounted one by drilling small holes through the emblem, then using two small polished brass screws in the wooden cross member of our '05. The other one (on a 1911) is to be fastened by silver soldering two lugs on the back with small machine screws going through from the back. (HHFC members have bought over 200 of these bronze emblems since they were announced late in 1953. Have you presented one to your Franklin yet?)



THE FRANKLIN FACTORY

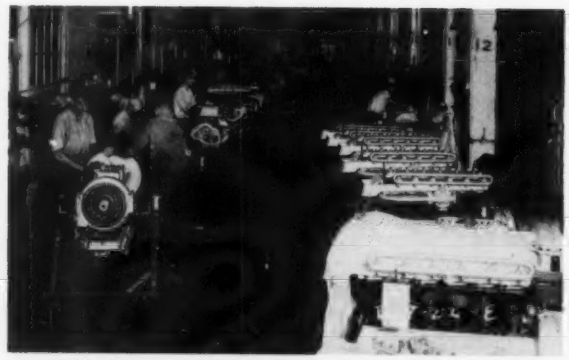
One reason for the excellence of the Franklin car was the modern plant behind it. Franklin management was famous in the early days for progressive methods, and few factories in automotive history were ever so self-sufficient as the Franklin plant at Syracuse. As shown by the following pictures which were taken in 1923, Franklin built practically the entire car, including axles, frames, springs, engine castings, transmissions complete with gears, steering mechanisms, and even on certain models they made their own carburetors and dash instruments. Bodies, of course, were built in Massachusetts by the Walker Body Co., but this firm was really a Franklin subsidiary.

The H. H. Franklin Manufacturing Co. was the first firm ever to manufacture die castings (Mr. Franklin bought the patent from the inventor and coined the term "die-casting"). With such a start, it is not surprising that Franklin was always far ahead of the industry in the science of metallurgy. At one time this plant was the largest consumer of aluminum in the world and, taking the 1916 catalog, for example, we see references to such items as: chrome vanadium steel for valves; chrome-silico-manganese steel for drive shafts; copper-aluminum alloy for crankcase; carbon steel, heat treated and case hardened for crankshafts; nickel steel for gears and connecting rods; phosphor bronze clutch plates; and aluminum alloy die cast pistons. Franklin had the know how and the finest of production facilities. Don MacDonald in an article for MOTOR TREND wrote: "their engineering budget, figured on a percentage-of-income basis, has seldom been equalled by any company.

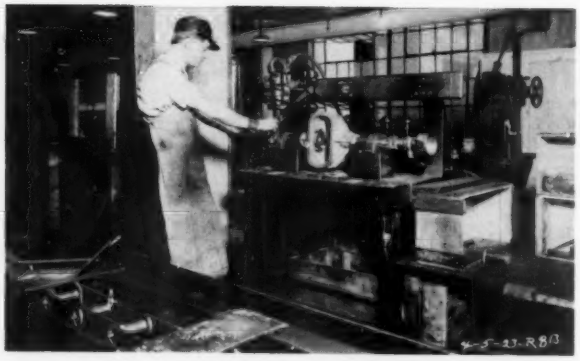
Further, Franklin enjoyed an "esprit de corps" unique in large industrial organizations. Only one strike, a short lived one by machinists in April 1903, ever marred employee relations. During World War I, the government turned to Franklin for transmissions for army tanks after several companies had failed at the job. In September 1918, Franklin received staggering orders for some of the most important parts of Hispano-Suiza, Rolls-Royce, and Curtiss airplane engines. This demand called for a million dollars worth of new machinery and about 5,000 additional workers. Preparations, however, were interrupted by the Armistice. The normal pay roll was apparently around 3,500.

The first addition to the H. H. Franklin Mfg. Co. after beginning the production of cars was in 1903 when the existing building was doubled by the addition of a 5 story, 50' x 105' structure. Late in 1904 a third building of this size was built. In 1905 a new power house was added as well as a single story building for the engine testing plant, experimental department, and the factory service department. Additions were made almost yearly from then to 1919 by which time the plant consisted of 18 buildings with 34-1/2 acres of floor space. No further additions were made after this, though by 1929 the plant capacity was up to 93 cars per day as the result of more modern methods and better arrangement of machinery and assembly operations. After closing in April of 1934, the plant was idle for 3 years, then sold by the City of Syracuse on April 1, 1937, to the Carrier Corporation, makers of refrigeration equipment. The plant still looks very much as it did during the Franklin days.

Of intriguing interest is the information that sometime during its 3 years of idleness, a certain number of Franklin cars were quietly built up by hand, by whom and on whose authority we could not determine. But it's tantilizing to consider what might have happened had the club held its first Trek say in 1935 -- a darkened, deserted factory, somewhere an unlocked door, a group of determined enthusiasts, bins filled with new parts -- frames, fenders, wheels, complete engines, even bodies -- everything -- switches that needed only to be turned on, -- by dawn a line of gleaming new Pirate Phaetons. One for every participant in the 1935 Trek to Syracuse!

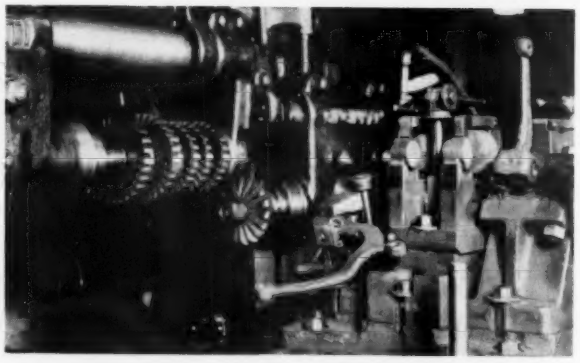


engine assembly - note aluminum air housing



rear axle housing assembly

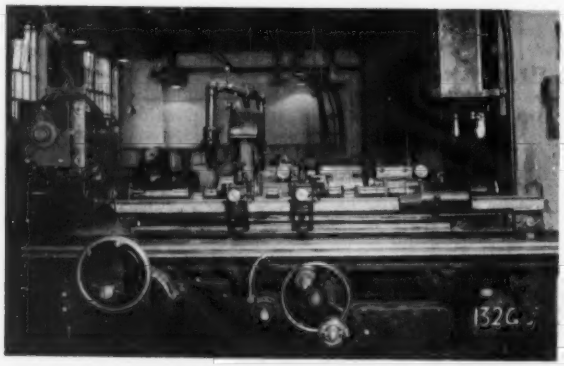
balance check flywheel & clutch



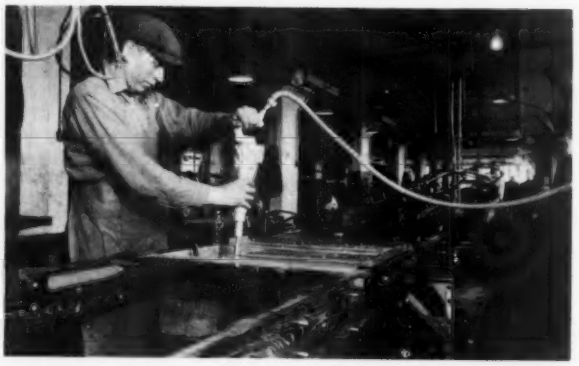
milling steering knuckles

balance check crankshaft & flywheel

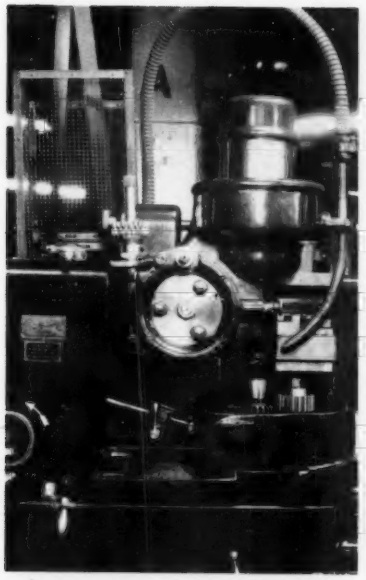
shrinking on flywheel ring gear



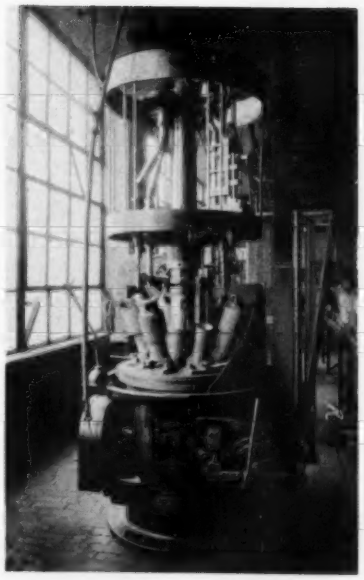
crankshaft grinding



floor board-sill assembly



making transmission gears

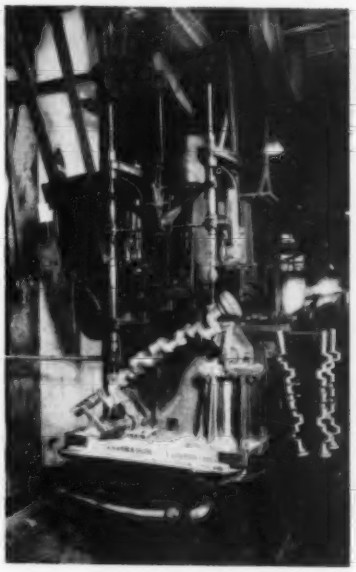


machining cylinders

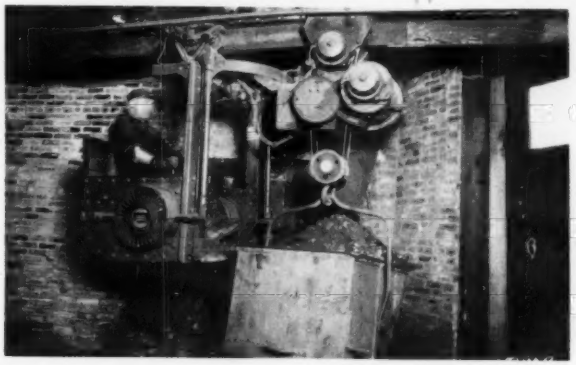
cylinder gravity conveyor

truing rear axle

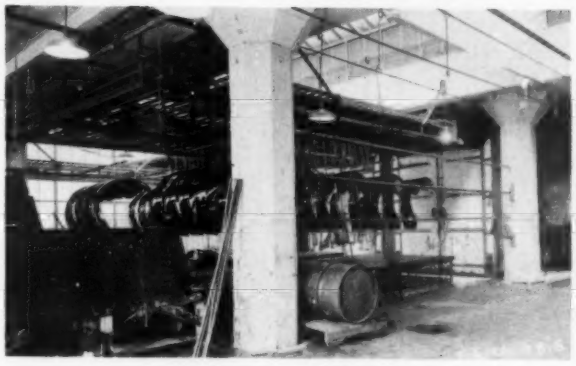
machining connecting rods



drilling crankshafts

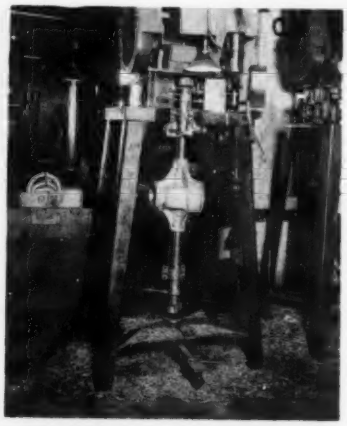


hear treatment ash disposal

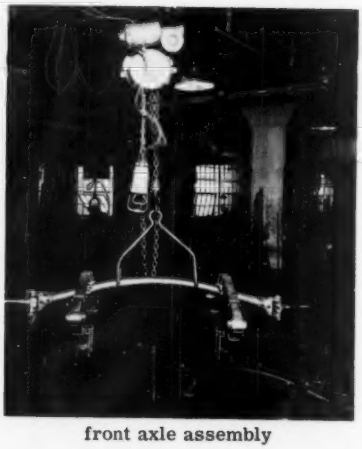


fender enamel dip tanks

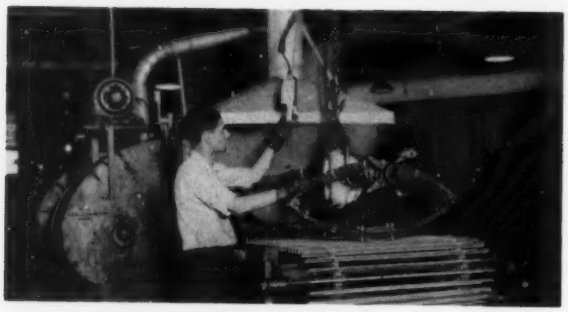
machining transmission case



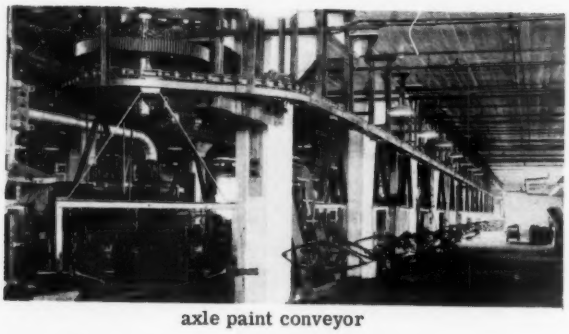
boring rear axle



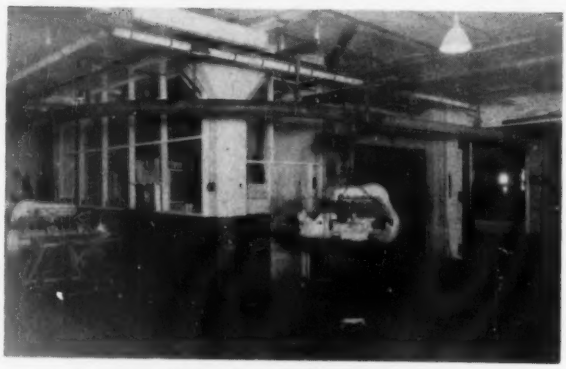
front axle assembly



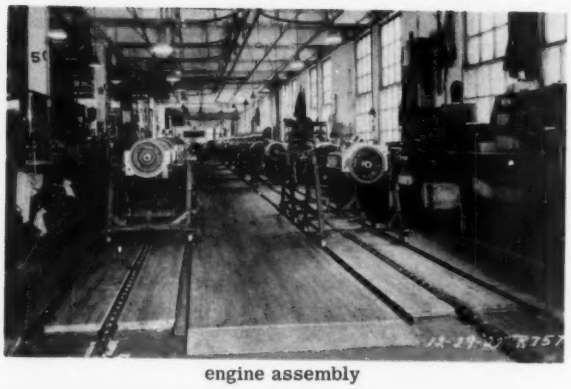
axle washing machine entrance



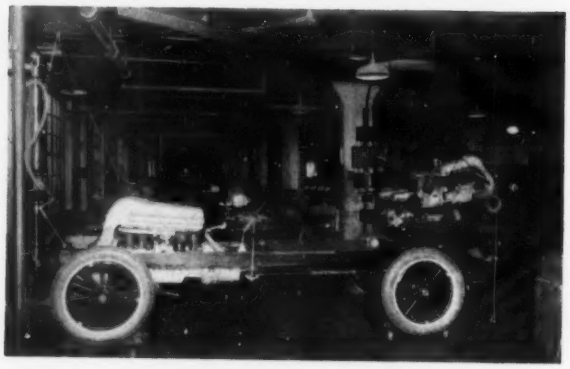
axle paint conveyor



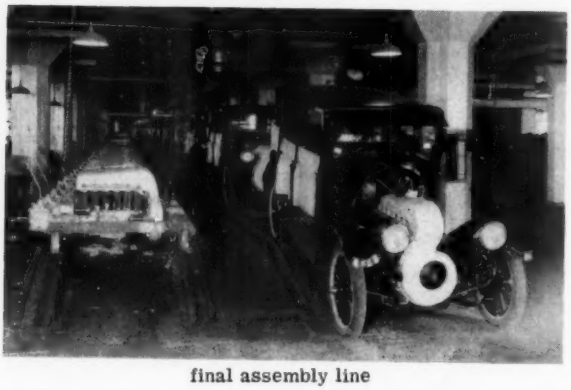
engine mon-o-rail conveyor



engine assembly



mounting engine in chassis



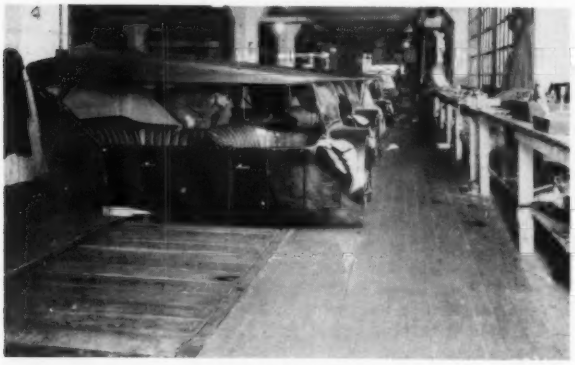
final assembly line

making seat cushions

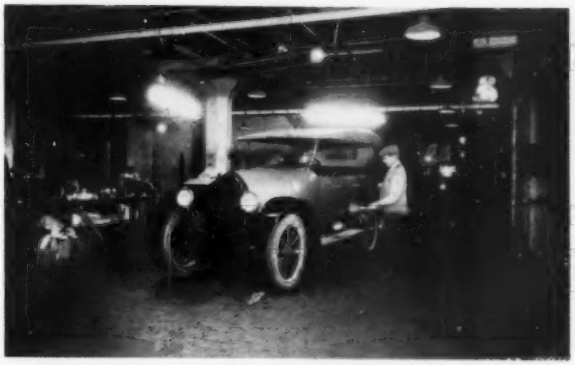
final assembly line

seat back spring assembly

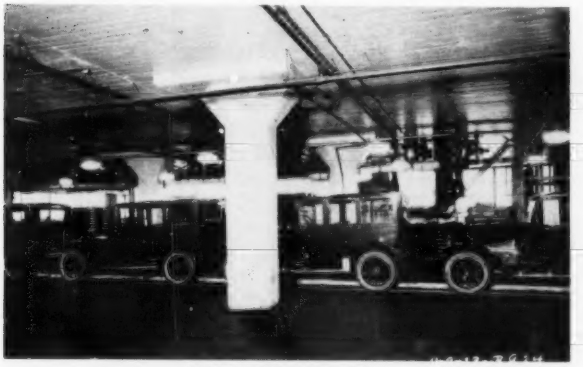
final car inspection



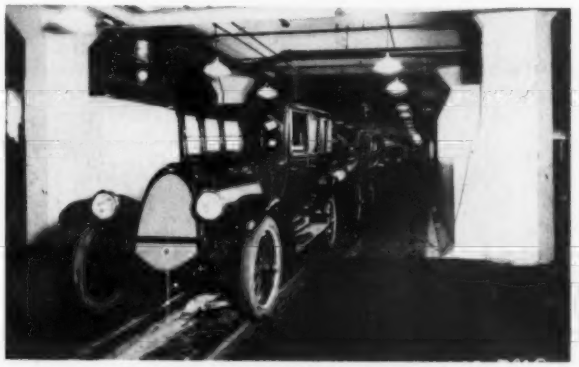
trim & top work



getting final inspection



final car inspection



inspected & ready for delivery

FRANKLIN POWERED WACO (continued from page 6)

I knew the answer - the automobile carburetor had no altitude adjustment for mixture. This meant that by increase in altitude the mixture became richer and richer until the engine lost power.

I told the Colonel that the answer was the use of an aircraft type of Stromberg carburetor. He agreed and I promised to bring one back to Dayton in ten days. Jack Flannery immediately installed another engine on the dynameter and we started to work out the metering for the aircraft type of carburetor. We concentrated at 1750 r. p. m. since Al Johnson was using an OX-5 propeller with maximum efficiency at that speed.

In a few days consisting of twenty-four hours of concentration, the carburetor metering was completed. I jumped the train and the next morning supervised the installation of the carburetor on the Franklin-powered Waco airplane.

Al Johnson came out, climbed into the cockpit, and rev'd up the engine. Immediately I saw him grinning. He yelled, "Doman, we have something. This thing will fly now." He taxied down the field, opened the throttle wide, and in no time was off the ground. He returned in a few minutes and remarked, "That power plant is the smoothest I have ever flown. It is just like the Franklin car is on the highway. I can fly that to New York." Needless to say, all the brass in Syracuse were pleased - and relieved.

Unfortunately, or possibly fortunately, bad flying weather settled in over Ohio and to the east with no relief in sight, so it was decided to truck the airplane to New York. During the night the wings were removed and the fuselage hauled up outside the Hotel Waldorf and taken in through a big window. The wings were assembled onto the ship. The Franklin-powered Waco. It stood there in all its glory with very few realizing that it had not made the projected trip from Dayton to New York City by air. But, the objective had been accomplished; that is, to prove to the public that the great new 1930 Series 14 was truly powered with a high efficiency aircraft type of engine.

While this big event occurred a little over twenty-five years ago, I am still proud of my part in it. Proud that that engine was years ahead of competition and I use "competition" advisably. Franklin truly had none. That engine produced more power, more honest power per unit of displacement, than any engine produced in the U. S. A. except the very special Duesenberg. Engines of 1955 follow many of Franklin's fundamentals; high compression, fully balanced crankshafts, extremely rigid crankcase, extremely large intake valves for improved breathing, highly developed intake manifold, and lastly low back pressure exhaust system. No one in America incorporated the greatest one feature of the Franklin - the direct air cooling system - that is left up to Porsche and other European makers. Possibly, someday American manufacturers will follow. Bill Stout the famous airplane designer writes in February, 1955:

> "As you know, I have always been in favor of air-cooling for motor cars as well as airplanes. I am more than interested that Porsche has opened the door a little bit to what can be done with this type of car. They have made some very good records and the car seems to stand up although it is a little small for our present requirements, though the tendency is downward in size of exterior with no diminishing of interior space."

Certainly when the gas turbine power plant arrives, it will be directly air-cooled. It won't be necessary to prove to the public that direct air-cooling is fundamentally sound. The public already knows that as more and more millions are transported all over the world with engines cooled by air. But a dramatic demonstration was needed in December, 1929, even though many of us at the time thought it nothing else but a crazy time consuming stunt.

Specifications for Engine for Mr. Johnson

V-8 60. h. p. 1750 r. p. m.
2-3/4" bore
3-3/4" stroke
178 cubic inches

	Weight (lbs)
Pistons	4. 00
Connecting Rod	6. 00
Crankshaft	30. 00
Crankcase	30. 00
Camshaft	5. 00
Cylinders	56. 00
Oil Pump	2. 00
Oil Sump	2. 00
Timing Gears	1. 00
Intake Manifold	2. 00
Exhaust Manifold	1. 00
Valve Lifters	4. 00
Lifter Rods	. 50
Spark Plugs	2. 00
Bearings	3. 00
Weight less Accessories	148. 50

HANNA (continued from page 12)

Perhaps you can tell me why the concentric valves used in 1908, 1909 and 1910 models Franklins were discontinued. I have not had any experience with those models but liked the 1905, 1907, 1914, 1916 and 1917. I am an old Franklin dealer and drove a Series 9, fifty seven and one tenth miles on one gallon of regular gallon - a record for six cylinder cars in the South, which still stands so far as I know.

Thanking you for any information on concentric valves.

Very truly, L. C. Hanna

Dear Mr. Hanna:

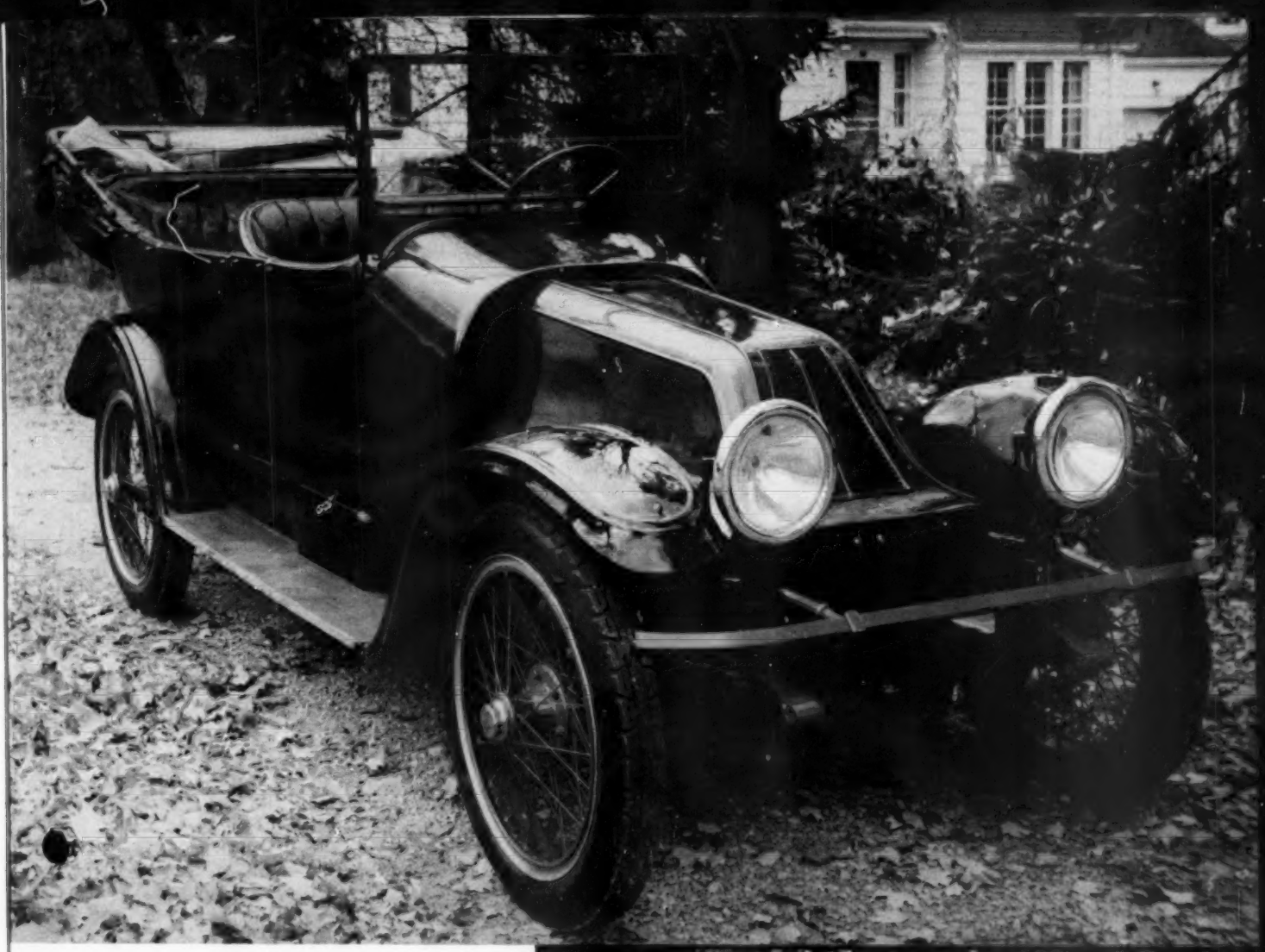
Your letter of February 12 is indeed appreciated. I am pleased that you enjoyed "The Two John" story. I wish I could have done justice to those two men; they were so outstanding. John Burns today is as alert and as enthusiastic as ever.

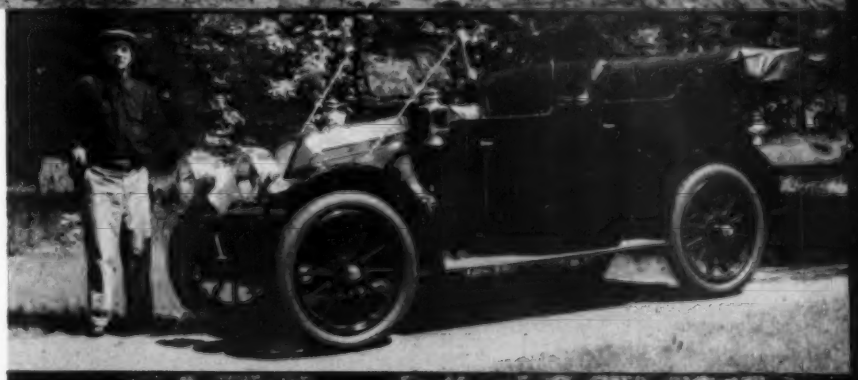
Of course the concentric valves were ahead of me at Franklin. I recall seeing them on Franklin engines as a boy when I visited the Franklin plant with my father. Then in 1914 we owned a Franklin with the concentric valves and I had my first experience in servicing them. John Burns always said the auxiliary valve plugged up from coke. I am sure with modern piston rings and wall finishes and resulting good oil control, this condition would have been eliminated. As for the concentric valve, I can't find where they were not successful, although the operating mechanism and valves themselves were a little complicated. I am sure if some manufacturer had the nerve to incorporate the idea in production, it would be very successful and not with excessive costs. Certainly the exhaust valve would be cool and compression ratios could be increased.

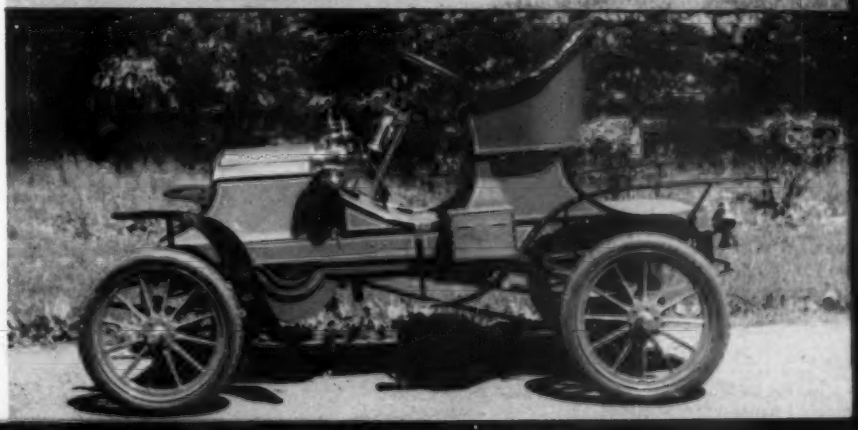
Why don't you plan to come to Syracuse for the Franklin Trek on August 25 and 26? Last year we had a wonderful time. You would see Franklin cars of all models and, best of all, John Burns, Ed Marks, Mr. Franklin, and others. You could then compare your outstanding gas mileage record with your Series 9 with other owners. I will have our Series 16 on deck. I keep it in Syracuse.

We need more members. Ask your friends to join.

Sincerely, Carl T. Doman







TOP: W. Fenton Meredith's 1916 Series 8 Touring. This was the last Franklin to have the true Renault type hood. Mr. Meredith's collection also includes a Series 17 V-12 and a 1912 Model G Touring. RIGHT: Earl Buchman with his 1912 Model G Touring. Below this is a side view of Earl's 1905 Model A runabout. Earl, an old-time Franklin dealer, is currently working on a 1910 Model H Touring - one of the big 6 cylinder jobs. When the Franklin Company went out of business in 1934, Earl switched his agency to another make of car. After that, he said he had the hardest selling job of his life trying to get his old customers to give up their Franklins in favor of his new line. Earl, who knew Franklins from the earliest models on, says that in his opinion the very best Franklin was the Series 10-C of 1925. Both Meredith and Buchman are residents of Ohio.

WANTED: 4 original Series 9 wood wheels, less hubs, 24" rim, or 25" wheels to fit. W. W. Norton, 2827 Woolsey, Berkeley 5, Calif.

WANTED: Operators manual for 1930 Series 14. Glen H. Darling, 307 W. Bridge, Austin, Minnesota.

WANTED: for 1907 to 1910 Model H (the 6 cyl. Franklin) - crankcase, mechanical sight feed oiler, differential housing or complete rear end, touring body - or am interested in a complete car. Earl Buchman, Garrettsville, Ohio.

WANTED: Franklin advertisements, brochures, manuals, etc., from 1902 thru 1934. Also, any photographs of Franklins taken either then or now. Miles S. Amick, Box 535, Cumberland, Maryland.

FOR SALE: 1929 Airman 7 passenger phaeton in good condition except for top. W. Corey Albertson, Wells Ave., Southold, N. Y.

ROAD & TRACK magazine carried a very nice 3-page Salon section on a 1929 Series 13 phaeton in their issue for December, 1954. Road & Track Salon sections are always a treat but this one with its six fine Franklin pictures and accompanying article will be appreciated particularly by Franklin enthusiasts. Back issues are available at 50 cents a copy. Send check or money order to P. O. Box 110, Dept. B-7, Glendale, California. Incidentally, 8 x 10 glossy prints of the Rolofson photographs used in the story are available at $2.00 a print, postpaid (USA only). These are from the original negatives. The full page picture on page 17 would be the most desirable. Orders for pictures should be sent to Rolofson Photos at the same address.

LEAD: Olympic Sedan. Owner wants $150. Write R. Byrd, Jr., 240 Chestnut Hill Rd., Chestnut Hill, Mass.

FOR SALE: 1933 Franklin V-12 Club Brougham, unrestored but complete. Full details on request. Firm price $850. W. Fenton Meredith, 66 Ferncliff Ave., Youngstown 12, Ohio.

FOR SALE: set of 6 Series 10 cylinders in good condition, very good valve guides, 6 cast iron pistons with pins, oversize & new; also 2 transmissions for Olympic, 1 with freewheeling unit on rear of trans., other with freewheeling unit inside of trans., both good; 2 Olympic clutches. Joseph W. James, 552 Woodland Dr., Hempstead, L. I., New York.

FOR SALE: 1925 Series 11 4 dr. sedan in good condition. John T. Pike (90 years of age), 1730 N. Raymond Ave., Pasadena, Calif. Phone: SYcamore 4-2161.

FOR SALE: 1923 Coupe restored to showroom condition. Nick Manelli, 134 Hawthorne Ave., Waterbury 44, Conn.

LEAD: 1930 Pirate Phaeton. "Some sob has sawed the rear of the body off to make a utility car. Owner also has 1930 chassis for parts. Price on Pirate $75. Write E. Eaton, Box 91, Star Rt., Orange, Calif.

FOR SALE: Two sets of original Franklin sparkplugs. These are Champion sparkplugs with the name FRANKLIN on the insulator. Outside diameter of threads is 7/8", 18 threads to inch. Suitable for Series 2 (1912) to 11-B (1927). Price $5.68 per set of 6, postpaid. Money goes to treasury. Clifford Boram, 104 Oak St., Maywood, Illinois.

WANTED: I want to correspond with anyone who has a 12B parts car. Dick A. Hagen, 16530 Shore Drive NE, Seattle 55, Washington.

LEAD: There is a 1907 Franklin touring unr stored near here which the owner will trade for a '35 or later Packard V-12 convertible coupe in good shape. Dick Hagen, 16, 350 Shore Drive NE, Seattle 55, Wash.

WANTED: Several new or near new spare tire covers for Series 11 and 12. Covers are of black leatherette and have circle and letter "F" in silver paint at top. Also need gas tank for Series 9 and 2 -10-1/4" diameter Monogram Twin Beam headlamp lenses for Series 11. Clifford Boram, 104 Oak St., Maywood, Illinois. (Note: part of this ad was run in #7 under the "For Sale" section. Cliff was swamped with letters - even long distance phone calls from those wanting tire covers. Our mistake, we apologize. Editor)

FOR SALE: '33 Olympic Sdn., '29 Sdn., '23 Demi-Sdn., 24 Coupe. Also 2 Series 10 rear axle assemblies, transmissions, motors complete, almost a garage full of parts. A. H. Clark, 412 Beacon St., Saint Paul, Minnesota.

LEAD: Joseph W. James of Hempstead, Long Island, reports that the WALKER MUFFLER No. 492, used on some models of Dodge trucks, fits the Franklin Airman from 1930 on.

FOR SALE: 1948 Tucker with 6 cyl. opposed Franklin engine. Running condition. Price $3,000. Carlucci Auto Sales, 314 Willett Ave., Port Chester, N. Y.

LEAD: 1924 Franklin in running condition, formerly a touring car but body butchered, can be purchased or traded with a little talking. Inquire: Caretaker, City Dump, Yreka, California.

LEAD: frames & metal parts for 1924 and older Franklins, including hand-brakes, gas tank, headlight mounts for the "Slingshot" type of early headlamps, old style Franklin speedometers, vintage uncertain, but marked "Franklin" across the face., Prices reasonable. Mr. Burton Keller, garage operator, Rural Route #2, Box 188, Reno, Nevada. (Robert Webb of Santa Barbara sent this lead, says place is on outskirts of Sparks, Nevada, and is hard to find.)

LEAD: several Franklins for sale and several parts units for older models. Atlantic Auto and Truck Sales, 19,020 So. Figueroa St., Gardena, California.

LEAD: 1930 dual cowl Franklin sport phaeton for $1,350; 1929 phaeton; 1926 sedan; 1923 touring for $450; 1930 custom four door in poor shape. These cars are at the Mayfield Car Co., 100 N. Hollywood Way, Burbank, California.

FOR SALE: Franklin V-12 engine complete with clutch, generator, starter, distributor, carb., all sheet metal & all together & believed in good condition. $100. Dick A. Hagen, 16,530 Shore Drive Northeast, Seattle 55, Washington.

WANTED: one hub cap for Series 11 boat tail roadster. Mike Cannon, 5253 Byron St., Baton Rouge, Louisiana.

FOR SALE: 1928 Series 12-A Franklin Oxford Sedan in beautiful condition and excellent running order. I would like to sell to a Franklin collector. F. F. Humphreys, 32 Espy Road, Caldwell, N. J.

FOR SALE: 1930 Franklin Model 147 sedan, 6 wire wheels, good running order, 1955 Calif. license, eight good tires & tubes, sound body, but upholstery & paint are bad. Leon Beatty, 5639 La Jolla Blvd., La Jolla, California.

FOR SALE: 1926 Sedan in running order, good paint & upholstery. Wm. Beck, 7 Franklin St., Poughkeepsie, New York

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OPPOSITE PAGE: Top, A cross-engine Franklin, apparently 1905. Of exceptional artistry, this early day scene is from the Mecham collection. Below a similar but modern-day scene showing HHFC Prexy Miles Amick in his 1905 Touring, apparently headed for Syracuse.

BACK COVER: 1931 Dietrich Speedster belonging to Maynard Buchanan of Omaha, Nebraska. Also see page 13.

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